

ANNUAL STATEMENT  
OF THE  
TRADE AND COMMERCE

OF  
BUFFALO, FOR THE YEAR 1854,

TOGETHER WITH A

Review of the General Business of the city

THE STATE OF TRADE DURING THE SEASON,

THE TONNAGE OF THE WESTERN LAKES, &c.

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BY JOHN J. HENDERSON,

COMMERCIAL EDITOR OF THE 'DEMOCRACY.'

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BUFFALO:  
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BY JOHN J. HENDERSON,  
COMMERCIAL EDITOR OF THE 'DEMOCRACY,' AS COMPILED BY HIM FOR THAT JOURNAL.

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# ANNUAL STATEMENT

OF THE

## TRADE AND COMMERCE OF BUFFALO,

FOR THE YEAR 1854.

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The close of the year again brings us to our labor of retrospective examination, and we now present our annual detailed account of the business, increase, resources and prospects of this great Commercial Centre. It is not without an emotion of pride and gratification that we look about us, and discern on every hand the evidences of a vigorous and healthy growth. The little hamlet of forty years ago has thriven beyond all precedent, even in this land of proverbially rapid advancement, and where then a heap of ashes marked the ruthless destruction of a pitiless enemy, there now swarm and cluster the elements of a great town, every year of whose existence adds permanent strength and enhanced vigor to its already masculine development. From the long line of docks, at which repose the numerous craft that give to us our Commercial superiority, stretch far away the broad avenues of trade, the thoroughfares of travel, and the arteries of a never-ceasing tide of business intercourse. Along wharf and street, for miles on miles, arise the substantial and costly edifices that constitute the depots and storehouses of that immense traffic here annually carried on and in every quarter of the great city is heard the sound of Labor adding by its industrious efforts to the general prosperity. Here are the termini of several of those

great iron ways whose arms, stretching for hundreds of miles abroad, bring to our garner the varied products of a territory greater than the entire continent of Europe.—The Erie Canal—greatest of internal improvements—here claims from us the accumulations of the western world, borne across the wide region of these inland seas, where, within the memory of living men, only the bark canoe of some lone Indian traced its course, but where now the white sails of hundreds of craft dot the blue expanse, or the giant steam vessels of an advanced civilization plough their seemingly resistless way, the agents of a thrift and progress unknown to previous history.

On the first of January, 1854, the city of Buffalo was enlarged, by the annexation of a considerable territory formerly within the limits of Black Rock, and now contains over 80,000 inhabitants. During the summer of '53, and prior to the admission of the town of Black Rock, the equalizing committee of the Board of Supervisors, with a view of ascertaining the value of the real and personal estate belonging to the territory to be admitted, prepared tables on which to base the amount of taxes to be levied for the year 1854. From these tables we gather the following facts relative to the new city, its extent and valuation. The number of acres admitted within the city



limits by the annexation of Black Rock, is 23,710. The number of acres within the old city limits was not far from 1,800. The assessors' valuation of real estate in the enlarged city was \$20,063,045, of which Black Rock furnished \$3,362,105. The valuation of this property as equalized by the committee was set down at \$24,681,497, of which Black Rock had \$3,205,912. The value of the personal estate was estimated at \$2,774,255, of which Black Rock had \$75,000. The total amount of real and personal estate as equalized was fixed at \$27,455,752, of which Black Rock was rated \$3,281,512.

The same committee of the Board, in revising the tables for 1855, exhibit the following statement, which shows a steady increase in the value of the real and personal estate of our city:

WARD.	REAL ES- TATE.	AS EQUALISED.	PERSONAL.
1-----	\$3,477,440	\$3,894,740	\$475,789
2-----	3,075,705	3,442,557	490,008
3-----	996,978	1,116,506	7,500
4-----	2,015,464	2,257,324	115,600
5-----	1,799,041	2,014,929	7,000
6-----	766,586	858,578	5,000
7-----	1,217,021	1,363,067	68,500
8-----	3,598,828	4,036,095	1,147,892
9-----	3,549,080	3,974,978	1,105,229
10-----	2,359,710	2,642,880	196,300
11-----	1,504,945	1,685,530	372,100
12-----	1,071,693	1,200,299	33,200
13-----	516,900	578,929	-----
	\$25,949,391	\$28,566,412	\$4,024,118
1854 ---	25,949,391	1854 --- \$28,566,412	1854 --- \$4,024,118
1853 ---	20,063,045	1853 --- 24,681,497	1853 --- 2,774,255
Inc. '54	\$5,886,346	Inc. '54 \$3,884,915	Inc. '54-\$1,249,863
Total amount of Real and Personal Estate as Equal-			
ised, 1853-----			
			\$27,445,752
Do. for 1854-----			
			32,590,530
Increase for 1854-----			
			\$5,144,778

Some idea of the increasing prosperity of Buffalo and its resources yet undeveloped, may be gathered from the above statistics, which are taken from the books of the Board of Supervisors.

The year just passed, though it has been in many respects a disastrous one, has yet brought to us our fair share of increase and improvement. Though we felt, in common with other portions of our fair land, the depressing effects of that almost universal and long continued calamity which visited the agricultural community during the summer, such was our vitality, such our innate strength, that so far from succumbing under the gloomy influence, we continued on our

course of prosperity, adding day by day to our permanence and solidity. A large amount of building was planned and executed during the year, and the constructions were of a character to confer credit upon the planners, as well as honor upon the town. Within the densely populated districts, many extensive blocks and parts of blocks have been erected, which for all the attributes of elegance, taste and stability, may challenge comparison with the edifices of any city. In the suburbs have sprung up a great number of dwellings, from the costly palace of the millionaire to the humble cottage home of the artizan, whose stalwart arm is daily laboring at the great lever of our city's advancement. Along the wharfs new warehouses have grown up as by magic, and the shipyards have resounded to the ceaseless din of construction and repair. New vessels have been launched only to have their places upon the stocks again supplied by the frames of their successors, and every week, nearly, has seen the swelling canvass of some virgin craft spread to the breeze, her prow turned toward the granaries of the West. In our midst have been erected several of those enormous depots for Railroad purposes, whose extent and capacity bewilder the unaccustomed eye; and one of these, as yet incomplete, will exceed in its dimensions any other in the state, if not in the Union.

To our Common Schools we turn with pride and pleasure, under the workings of a plan whose scope is none too narrow to embrace within the limits of its beneficence the humblest child, of whatever creed, or sect, or country, or parentage. We see daily evidences of the wisdom which originated, and the patriotism which perfected a system of free education, entailing blessings not appreciable by any standard of pecuniary scope alone, but estimable only by the broadest rules of political economy. Within the walls of these edifices which rear their fronts in every quarter of the town, are daily taught, by masters fully competent, an army of fifteen thousand children, not selected from any caste, or class, or sect, but drawn together from the hearth-sides of the People, and knowing no distinctions save such as their Creator has determined. To these institutions we look for our future



patriots, and to these we entrust, unhesitatingly, the inculcation in the callow minds of our offspring of the elements of morals and science which are hereafter to make them good citizens and useful men and women. The public school system of Buffalo invites inspection and comparison, and we point to it with an honest and laudable pride.

The health of our City will bear comparison with that of any other town. By reason of a superior position, a favorable soil and various circumstances of minor importance, we are enabled to obtain the most thorough sewerage, and the plan adopted by our authorities, while it secures to us all the advantages derivable from natural sources, embraces in the fullest extent the advantages following upon scientific teachings and the experience of older towns. Our city is perhaps as well endowed in respect to the benefits of thorough drainage as any other of its size, and we enjoy the inestimable facility of being able to carry out this and other works of public utility, contemporaneously with the advance in our population and the extension of our limits, thus avoiding future inconvenience and heavy expense in undoing the labors of previous time.

From the report of the City Surveyor for the year 1854, we find that the sewers already constructed within the old city limits measure 29 32-100 miles, or 154,834 feet, which, at an average cost of 110 cents per lineal foot, shows that there has been expended for sewerage alone the sum of \$170,317 40. The total length of paved streets inside of the city limits equals 27 35-100 miles or 144,398 feet; the average width of paving is 42 feet, equaling 6,064,716 superficial feet, at an average cost of (including curbing, grading, etc.) 12 cents per superficial foot, showing that there has been expended for this purpose the sum of \$727,765 92.

While we are felicitating ourselves upon the rapid advances each year makes manifest as our portion, we are not permitted to overlook the fact that our prosperity is likely to be materially retarded, and perhaps seriously impaired, by the want of facilities for the accommodation of a commerce so vastly and so rapidly accumulative. Thanks to the miserable policy of the General Government,

which never seems to look beyond the seaboard for the means to strengthen our national compact and encourage our national energies, we are without hope for the enlargement, to anything like the desired extent, of harbor privileges, now far too circumscribed for the wants of our commerce. We are now, in point of tonnage, the third commercial city in the Union. The amount of shipping and carrying trade yearly transacted through the means of craft trading to this port, is estimated by millions of dollars, and yet our harbor facilities are scarcely greater than when the whole transporting business was performed by half a dozen schooners and a single tiny steamboat. The crowded condition of our docks and slips during the season of navigation is the source of frequent and serious detention as well as of more or less loss from collisions and interference, and the entire public is vitally interested in the attainment of some relief from this pregnant source of mischief. It behooves us all to look for the means of improving this condition of things, and of enabling our enterprising business men to attain the full benefits of their energy and the enjoyment of the natural resources to which they are entitled. At present, the want of this privilege is working an evil among us, and the commercial advantages which we of right should enjoy, are snatched from our grasp by the citizens of places far less entitled to their benefits, for the simple reason that we cannot employ all the superiority we possess. We hope that early and vigorous measures will be taken to increase our harbor room, and to receive and retain all the commerce which, from perfectly natural causes, will seek this outlet.

Year after year sees brought within our reach some new source of commercial or mercantile wealth. The recent opening of the Buffalo, Brantford and Goderich Railroad is one of these events fraught with benefits to our city. These will be more fully adverted to elsewhere, and it will suffice our present purpose to say, that by means of this communication, we shall have, when completed, a direct line of traffic with Lakes Huron and Superior, and intermediately with one of the richest regions of western Canada, all of which must pay tribute to the great Emporium of our Inland Seas.



### General State of Trade.

We have to congratulate our citizens upon the prudence with which the vast business of Buffalo has been conducted during the trying year that has just closed. In common with all other commercial towns, we have felt the severe monetary pressure which yet exists. But it has not injured us. Our merchants were prepared for it. Contractions of business were experienced, but bankruptcy and ruin have not visited us. In the vast transactions of our produce market, we believe but one failure occurred—of a branch of a Wisconsin house, which has however made arrangements to continue. Buffalo operators went through the year with their engagements fulfilled and in the aggregate with large profits upon their transactions. One Bank out of the very many located here, suspended in 1854.

There was no necessity for the event, and it inflicted but trifling loss and worked no inconvenience, for its operations were quite limited. When we appreciate the exceedingly "tight" condition of the money market throughout the country, the general want of confidence, the vast number of bankruptcies and frauds in business, our city may justly be proud of its conditions and reputation at the commencement of the year 1855. No commercial town in the United States is in better credit or in a healthier state.—There were inconsiderate if not malicious rumors telegraphed east and west of us, of several suspensions during the business season. But they had their origin in what we trust will be the settled practice of our produce commission dealers, a refusal to accept or pay drafts drawn upon consignments which had not come to hand. The shameful condition of that channel of the upper lake commerce, the St. Clair Flats, was responsible for these accidents. The long detentions of produce and property there made serious confusions in the exchanges between the east and the west. It will perhaps be useless for us to advert to the vast damage sustained by shippers and vessel owners by neglect and refusal of the General Government to make the St. Clair Flats navigable for our commerce. We all of us know it and too many of us feel it.

### Flour.

The flour market, during the past year, has presented some remarkable features, the most noticeable of which are the extraordinarily high prices that have been maintained throughout the year, a material falling off in the receipts, and the frequent purchases made in our market for shipment to Ohio.

The receipts during the past three years at this port by Lake, show a continued falling off. They are as follows:

1854.....	bbls. 739,811
1853.....	bbls. 983,837
1852.....	bbls. 1,299,513

Here it will be seen that the decrease this year amounts to 244,026 bbls. This large falling off is to be accounted for in several ways. The receipts at Oswego, Cape Vincent, Ogdensburgh and Dunkirk, also, show a falling off in as great a proportion as at our own city. During the entire season of 1853, commencing with the earliest navigation on the Canal, the transit of property through to tide water was tardy and uncertain, owing to the frequent breaks, and shippers who suffered from these untoward events hesitated, in the spring of 1854, about sending forward their flour by that route. Hence the several lines of propellers running from Oswego, Cape Vincent and Ogdensburgh to Detroit, Sandusky and Cleveland put forth every exertion to secure for those routes the transportation of large quantities of this article, and they were in a great measure successful. The decrease, however, in the receipts of 1853 as compared with those of 1852, were considerably more than the decrease of 1854, as compared with 1853. The chief causes which may be assigned for the decrease in the receipts of the past season are, first: That in several sections of Ohio, Michigan and other western states, from which we derive our imports, the wheat crop was a very light one, to which may be added that for some months, in consequence of the long continued season of dry weather, many of the mills were stopped for want of water, and others which were fortunate enough to have a partial supply were very much restricted in their operations from this cause. Again, the high prices which ruled throughout the fall and winter of 1852 and the season of '53, drew out a



large portion of the surplus wheat, leaving in many parts of Ohio and Michigan scarcely sufficient for seed. The tide of emigration which has been pouring into the western states has also required a much larger amount for home consumption, leaving, comparatively speaking, but a small quantity to be exported. These are some of the reasons which may be given for the decrease in Lake receipts during the past year. There have been brought to our city by the

Lake.....	bbls. 739,811
Buffalo & State Line R. R.....	bbls. 10,724

Giving a total receipt of 750,535

The Buffalo and Brantford Railroad also brought to our city 32,149 barrels. The greater portion of this amount is included in the receipts by Lake, as it was transported from the terminus of the road at Fort Erie to this city, by the ferry boat of the company.

The completion of the Chicago and Rock Island Railroad has opened a new avenue of trade which promises to be a pretty important one to Buffalo. During the past season, there have been received from Burlington and Iowa city, Iowa and St. Louis, Mo., for sale in our market some 40,000 bbls. This trade our dealers are confident will prove a very beneficial and lasting one to the city.

Buffalo has changed very much within the past two years, from a mere point of transshipment to a flour market of vast importance. A greater extent of country with a large consumptive demand is every year looking to Buffalo for their supplies than to any other market west of New York. Not only is the interior of our own state in a great measure dependent upon this market; but several of the New England states buy their flour here, and since the completion of the Buffalo and New York City Railroad and the Buffalo and Corning Railroad, with its branches, the counties of Tioga, Susquehanna and others in Pennsylvania, have, during the past season, purchased largely in our market to supply their home demand.

From considerable inquiry among our principal flour dealers, and from a careful examination of their books, we are satisfied that of the amount, 750,535 bbs., received at this port during the past year, at least

500,000 bbls. changed hands in our market. Let any one examine the daily marine list of the past season, and compare it with the marine list of four or five years since, and he will find that while in 1851 the forwarding houses received the largest proportion of the receipts, in 1853 nearly two-thirds of the consignments were to commission houses, and consequently for sale in this market. This change has been working gradually but steadily, and hereafter all the flour that may be received at this point, (and we are satisfied that the amount will be increased with each year,) will always find a ready sale, and as a general thing, pay the owner a quicker and a better profit than it would if forwarded to New York.

Although there has been quite an active foreign demand for flour during the greater portion of the year, yet the announcement of the advance or decline in prices in Europe by each foreign arrival, produced but little effect on our market, for the reason that the home demand was fully equal, and frequently in excess of the supply. Prices were therefore regulated more by the state of the money market, the demand for home consumption for supplying the interior of our state, and the stock on the market, than by the tenor of the foreign or even New York advices. It's a well known fact that, during several months, flour ruled higher in this market than in New York by from 25c. to 50c. per bbl.

A considerable portion of the wheat received by two or three houses on the dock was ground on their own account, at Black Rock, and a part of the flour sold on the spot.

One of the strange features of the season was, the purchase of several parcels of flour for reshipment to Mansfield and other points in Ohio, where the stock was exhausted and their mills all stopped for want of water.

On the opening of navigation in the spring of 1854, the stock of flour was very light, and at the close of the fall, from the best information we could obtain, the stock could not have exceeded 50,000 bbls. Since the close of navigation, the Buffalo and Brantford and the State Line Railroads have brought down considerable quantities.

In this connection we give the following statement as the quantity of flour manufac-



tured in this city by the following mills during the past two years:

	1853.	1854.
*Erie Mills.....	70,000 bbls.	68,705 bbls.
Niagara Mills.....	65,000 "	60,000 "
Frontier Mills.....	34,429 "	22,511 "
Queen City Mills.....	33,867 "	35,992 "
Clinton Mills.....	20,000 "	15,000 "
Globe Mills.....	5,000 "	4,500 "
Total,	228,296 bbls.	206,708 bbls.

The Globe Mills have been engaged most of the season in grinding corn, which consequently reduces the quantity of flour manufactured. There are also several small mills engaged in flouring for the retail trade, of which we have no statistics, and we notice one or two more in the course of erection.

For over two months during the past summer, the mills at the Rock were lying idle owing to the low water in the Lake and canal. The Frontier mills were destroyed by fire together with a large quantity of wheat on the 3d December. This calamity reduces the amount of flour turned out by that mill by 5 or 6,000 bbls. Measures are now being taken for rebuilding the mill, and it will probably be in running order again early next summer. A portion of the flour made at the Black Rock mills has been sent east by the Central Railroad, from the Rock, and about 10,000 bbls. were taken down the river by boats, to Tonawanda, and will not therefore appear in the shipments by either canal or Railroad from this point.

The table which we give below shows the quotations for good to choice brands of flour. To these prices will be added 25c and 37½c per bbl. for favorite and fancy brands, and 50c and 75c for extra do. and a reduction from our figures of 50c and 75c per bbl. for upper lake brands.

The following table will show the prices of good to choice brands Ohio, Michigan and Indiana flour, once a week, during the business season, in the Buffalo market, for the years 1853 and 1854:

MONTHS.	DAYS.	1853.	1854.
May.....	11.....	\$ 4 12½@4 25	\$8 50 @8 62½
May.....	18.....	4 18¾@4 25	8 37½@8 62½
May.....	25.....	4 25 @4 37½	8 37½@8 56¼
June.....	1.....	4 25 @4 37½	8 50 @8 75
June.....	8.....	4 37½@4 50	8 75 @9 00
June.....	15.....	4 12½@4 18¾	8 56¼@9 00
June.....	22.....	4 06¼@4 12½	8 00 @8 50
June.....	29.....	4 12½@4 18¾	7 25 @7 50
July.....	6.....	4 06¼@4 12½	7 50 @7 75
July.....	13.....	4 06¼@4 12½	7 25 @7 75
July.....	20.....	4 25 @4 50	7 50 @7 75
July.....	27.....	4 50 @4 62½	7 62½@7 75
August.....	3.....	4 50 @4 62½	8 00 @8 50
August.....	10.....	4 62½@4 75	8 00 @8 25

MONTHS.	DAYS.	1853.	1854.
August.....	17.....	4 68¾@4 75	8 25 @8 50
August.....	24.....	4 68¾@4 75	9 00 @9 37½
August.....	31.....	4 78½@4 94	9 00 @9 37½
September..	7.....	5 37½@5 50	8 75 @9 00
September..	14.....	5 37½@5 50	8 50 @8 75
September..	21.....	5 12½@5 18¾	8 00 @8 25
September..	28.....	5 25 @5 37½	7 00 @7 25
October.....	5.....	5 87½@6 00	6 50 @6 87½
October.....	12.....	5 68¾@5 87½	7 62½@7 87½
October.....	19.....	5 68¾@5 81¼	7 75 @8 00
October.....	26.....	5 75 @5 87½	8 00 @8 50
November..	2.....	5 75 @5 87½	8 25 @8 50
November..	9.....	6 25 @6 37½	8 50 @8 62½
November..	16.....	6 18¾@6 25	8 50 @8 75
November..	23.....	6 06¼@6 12½	8 62½@8 75
November..	30.....	6 12½@6 18¾	8 75 @8 87½

### Wheat.

The wheat trade of the past season, as well as the flour trade, has presented some marked features. As we observed in our last annual review, would probably be the case, the market for wheat opened, in the spring with quite an active demand, and prices ruled high, though lower in proportion to the quotations for flour. From this fact several holders of wheat here have milled most of their receipts on their own account instead of selling the grain, and the operation has paid a handsome profit in many instances, making the price obtained for the wheat 15 to 25c per bushel more than the market price for the grain.

The high prices which prevailed during the fall of 1853 induced the farmers to dispose of far more than the usual proportion of the crop, and in many portions of Ohio and Michigan the country was absolutely drained of all that could be spared. During the fall and early part of the winter, the accumulation of wheat at points on the several railroads and at lake ports was very small, and consequently on the opening of navigation the shipments from ports on this and the other lakes, excepting from Wisconsin were very light. From that state was received the bulk of our receipts prior to the last harvest, the completion and extension of one or two railroads leading back from Milwaukee having brought into that port a large quantity of grain.

We have no means of ascertaining correctly what the prospects are for next spring, but we believe it is generally expected that the amount to come forward will be considerably larger than it was last spring. It will be seen by reference to our table which follows, that the prices current on the opening of navigation, were nearly double what



they were at the same period of the year previous.

The amount of white and red wheat received was very small, the bulk of the imports being Upper Lake. Both white and red wheat were much sought after, and notwithstanding the high pretensions of holders, the offerings were immediately taken up and a large portion was sold to arrive. The sudden cold weather in December and the detention on the St. Clair Flats, just before the close of navigation, kept back a large quantity of wheat destined for this market. At the close of navigation, from a careful estimate of the amount held here and at the Rock, by the principal dealers, the stock could not have exceeded 300,000 to 350,000 bushels, and by the middle of January the larger portion of this amount had been ground up, or sent forward by railroad.

The quantity received by lake for the past three years is as follows:

1854.....	bu.	3,510,792
1853.....	bu.	5,424,043
1852.....	bu.	5,549,778

Here we have a decrease this year over the last of 1,913,251 bushels.—The receipts of wheat at Oswego and other lake ports also show a large falling off from last year, so that it is plain that the decrease at this port has not been caused by this grain seeking any other channel to reach the seaboard, but that there was little to come forward. Of the receipts, from two-thirds to three-quarters changed hands in our market.

The following table will show the average prices of White Ohio and Michigan, Red do. and Upper Lake Wheat, once a week, during the season, in the Buffalo market, for the years 1853 and 1854:

Month	Day	1853.			1854.		
		White	Red	Upper Lake	White	Red	Upper Lake
May	11	\$ 1 02	88	79	2 08	No sales	1 63
May	18	1 05	89	80	2 12	No sales	1 66
May	25	1 05	90	80	2 12½	No sales	1 67
June	1	1 04	94½	80	2 13	No sales	1 67
June	8	1 04	94	80	2 19	No sales	---
June	15	1 04	94	84	2 08	No sales	---
June	22	1 05	93½	84	2 00	No sales	---
June	29	1 03	93	84	1 90	No sales	1 25
July	6	1 05	92	84	1 80	No sales	1 10
July	13	1 05	94	86	1 78	No sales	1 10
July	20	1 15	1 00	92	1 85	1 65	---
July	27	1 14	1 04	95	1 87½	---	---
August	3	1 13	1 04	96	1 89	---	---
August	10	1 12½	1 03	95	1 80	1 50	1 50
August	17	1 09	1 00	80	1 80	1 65	---
August	24	1 09	1 00	81	1 83	---	---
August	31	1 10	1 12½	1 03	1 90	1 80	---
September	7	1 20	1 15	1 16	1 80	1 66	1 65
September	14	1 24	1 12	1 08	1 30	1 70	1 50

September	21	1 13	1 08	1 07	1 76	1 60	1 30
September	28	1 18¾	1 12½	1 10	---	1 35	1 20
October	5	1 29	1 20	1 20	1 54	---	1 20
October	12	1 24	1 12½	1 18¾	1 77	1 62	1 37½
October	19	1 25	1 15	1 13	1 90	---	1 40
October	26	1 25	1 15	1 13	2 05	---	---
November	2	1 27	1 20	1 13	2 00	1 85	1 60
November	9	1 44	1 35	1 26	2 00	1 68	---
November	16	1 47	1 36	1 28	1 95	1 70	---
November	23	1 46	1 35	1 25	2 00	1 75	1 50
November	30	1 45	1 35	1 25	2 00	---	1 50

### Corn.

The receipts of this staple article, during the past season, show an enormous increase over the previous year. The crops throughout all the corn growing region of the Western states have been abundant for the past two years, and were it not for the low water in the Illinois river during a portion of the season, and the frequent interruption to navigation on the Miami canal, our receipts would have been considerably larger; and but for the detention of the fleet now fast in the ice, and laid up at way ports bound to this city, our footings would show an addition of at least 100,000 bushels.

The receipts for the past year are as follows:

1854.....	bu.	10,109,973
1853.....	bu.	3,665,793
1852.....	bu.	5,136,746

Showing an increase in '54, over '53, of 6,444,180 bushels.

At the close of navigation there were estimated to be something over 300,000 bu. in store in this city. Notwithstanding the very large receipts, prices have been well maintained during the entire season, and from seven to eight millions bushels were sold in this market. This fact shows conclusively that Buffalo is beyond dispute the greatest grain market on this continent. During the season some twelve or fifteen cargoes were sold and shipped to Hamilton, Dundas, Toronto, Cobourg and Kingston, in Canada, a portion for distilling, and seven cargoes for shipment to England via the St. Lawrence river. The quality of the corn received has been better this year than formerly, owing we presume to more care having been taken in harvesting it. Below, in connection with Oats, we give a range of prices for the past and previous years.

### Oats.

The receipts of Oats as well as Corn exhibit a very large increase in favor of 1854, and the prices show a considerable advance over the previous year.



The receipts for the past three years are:

1854.....	bu. 4,475,618
1853.....	bu. 1,480,655
1852.....	bu. 2,596,231

Or an increase in favor of last year of 2,994-963 bushels. Oats were in active request during the whole season, and all that were offered found a ready market. The quantity required for this market for consumption in the city and neighborhood, and for supplying the canal teams is quite large, and to meet this demand, a fair portion of the receipts are requisite.

#### CORN AND OATS.

The following table will show the average prices of Corn and Oats once a week, during the business season, in the Buffalo market, for the years 1853 and 1854:—

Month.....	Day -	1853. 1854.			
		Corn -	Oats -	Corn -	Oats -
May.....	11	52c	40c	60c	44c
May.....	18	53c	41c	54c	45c
May.....	25	55c	41c	59c	44c
June.....	1	54c	39c	62½c	45c
June.....	8	52c	38c	65c	44½c
June.....	15	52c	35c	65c	44½c
June.....	22	51c	35c	67c	43½c
June.....	29	50c	33c	60c	42½c
July.....	6	52c	32c	55c	42c
July.....	13	52½c	32c	53c	39c
July.....	20	57c	35c	54c	35c
July.....	27	61c	36c	58½c	35c
August.....	3	65c	40c	59c	36c
August.....	10	65c	38c	59c	34c
August.....	17	62c	38c	61½c	35c
August.....	24	62½c	36c	69c	43½c
August.....	31	62½c	36c	65½c	40c
September.....	7	65c	35c	65½c	42c
September.....	14	66c	35c	67c	43½c
September.....	21	65c	34c	67c	43½c
September.....	28	63c	34c	64½c	42c
October.....	5	68c	34c	61c	42c
October.....	12	66c	35c	67c	43c
October.....	19	64c	35c	66c	44c
October.....	26	63c	35c	68c	45c
November.....	2	61c	35c	66c	44c
November.....	9	64c	35c	69½c	43c
November.....	16	64c	45c	70c	42c
November.....	23	64c	40c	70c	42c
November.....	30	63c	39c	70c	41c

#### Barley.

The transactions in barley during the season are, comparatively speaking, light, from the fact that, of the different kinds of grain, the quantity raised in western states of this description, is not large and the receipts by lake are very limited. All that is offered soon finds purchasers in our market, and but little is shipped through. The barley received by lake has been brought down in the spring and after harvest, and but little during the summer months. The market opened for this grain in 1853 at 56c and 57c, and in 1854 at 95c and \$1, with but very little

variation during the year. Owing to the small quantity received and the very few sales, we are unable to make a complete table of prices for the season.

#### Rye.

Our remarks on barley will apply also to rye. The receipts, though small, show a slight increase over 1853. Prices have been firm and well maintained, opening in the spring at \$1, and closing at \$1 05, which has been about the range for the season.

The aggregate quantity of grain of all descriptions received at this port during the year '53 and '54 is as follows:

1854.....	bu. 18,587,427
1853.....	bu. 11,078,751

Increase for 1854, 7,508,676

This large amount of grain was handled by the following elevators on the creek, which are all in good working order, and are capable of storing and elevating per hour the following quantities of grain:

	Capacity.	Per hour.
City Elevator	350,000 bush.	2,500 bush.
Hatch's "	200,000 "	2,500 "
Evans & Dunbar's	200,000 "	2,500 "
Fish's	150,000 "	2,500 "
Seymour & Wells'	150,000 "	2,500 "
Dart's	150,000 "	2,000 "
Sterling's	140,000 "	2,000 "
Buffalo	80,000 "	2,500 "
Johnson's	80,000 "	2,500 "
Hollister's	50,000 "	1,400 "
	1,550,000 "	22,400 "

Several of these elevators possess facilities for loading canal boats twice as fast as they can elevate from a vessel's hold, and two of them, the City and Fish's, are so connected with the freight depot of the New York Central Railroad, that cars are run to either of them, and are as easily loaded as canal boats in the slips would be.

#### Provisions.

We learn from dealers in pork, beef and cut meats, that the past season has been an unusually active one. A trade has sprung up between this market and several portions of Canada, which promises in future to be no inconsiderable one. Several large purchases were made of pork and smoked meats by Montreal houses in our market, for shipment to Liverpool, and the inquiry for supplying the wants of the laborers along the lines of railroads and other public works in Canada, has taken off all that could be



spared by our dealers, and in fact several times during the season, for weeks, there was not sufficient on the market to supply the demand. The inquiry for the interior of our state was also unusually active, and it was difficult to meet at all times the wants of that trade, more particularly in cut meats. The receipts by lake during the past season of pork, show a large increase over the preceeding year. They are as follows:

1854.....	bbbls. 147,073
1853.....	bbbls. 102,548
Increase	44,525

For beef there has been a steady demand, but the supply has at times been very light, and not equal to the wants of the trade.—The receipts for the past three years compare thus;

1854.....	bbbls. 56,997
1853.....	bbbls. 69,776
1852.....	bbbls. 76,679

Showing a considerable decrease each year.

The receipts of bacon also exhibit a slight falling off from 1853. In lard there has been a very large business transacted, and quite an amount has been consumed in our city by manufacturers of oil etc.,

In Pork packing there has been a fair business done, though the amount packed will not exceed that of 1853. The railroad troubles at Erie in the winter of '53 and '54 kept back a large number of dressed hogs intended for this market, and we learn that the recent troubles at the same place this year, have detained a large number of hogs consigned to packers in this city. There have also been a large number of dressed hogs detained at Detroit and at points on the Great Western and Brantford railroads, which our dealers are just now much in want of. From the best information we could obtain, there have been between 8 and 9,000 hogs cut up this fall by packers. The number of hogs slaughtered is not large, and this business has been principally confined to supplying the retail trade. In Beef we learn that there has not been over 1,000 barrels packed, and this in small lots for home use.

Below we present a statement of the weekly average prices for the leading articles in provisions, which shows the course of the market during the season.

Month	Day--	Mess Pork.	Prime Pork.	Mess Beef.	Prime Beef.	Sides.	Bacon Shlds.	Bacon Hams.	Plain Lard.
May	4	\$ 13 50	11 00	10 50	7 00	7½c	6¼c	9c	9¼c
May	11	13 50	11 00	10 50	7 00	7½c	6¼c	9c	9c
May	18	13 50	11 00	10 50	7 00	7½c	6¼c	9c	9c
May	25	13 50	11 00	10 50	7 00	7½c	6¼c	9c	9c
June	1	13 00	10 50	11 00	7 00	6¾c	6c	8½c	9c
June	8	13 00	10 50	11 50	7 00	6¾c	6c	8½c	9c
June	15	13 00	10 50	11 50	7 00	6¾c	6c	8½c	9c
June	22	13 00	10 50	11 50	7 00	6¾c	6c	8½c	9c
June	29	13 00	10 50	11 50	7 00	6¾c	6c	8½c	9c
July	6	13 00	10 50	11 00	7 00	6½c	5½c	9c	9c
July	13	12 00	10 00	11 00	7 00	6½c	5½c	8¾c	9c
July	20	12 00	10 00	11 00	7 00	6½c	5½c	9c	9c
July	27	12 00	10 00	11 00	7 00	6½c	5½c	9½c	9c
August	3	12 00	10 00	11 00	7 00	7c	6c	9½c	9c
August	10	12 00	10 00	11 00	7 00	7c	6c	9½c	9¼c
August	17	13 00	10 00	12 00	7 00	7c	6¼c	9c	9½c
August	24	13 00	10 00	12 00	7 00	7c	6¼c	9c	9½c
August	31	13 00	10 00	12 00	7 00	7c	6c	9c	9½c
Sept	7	13 50	10 50	12 00	7 00	7c	6c	9c	10c
Sept	14	14 00	11 00	12 00	7 00	7c	6c	9c	10¼c
Sept	21	14 00	11 00	12 00	7 00	7c	6c	9c	10¼c
Sept	28	14 00	11 00	12 00	7 00	7c	6c	8½c	10¼c
October	5	14 00	11 00	12 00	7 00	7c	6c	8¼c	10¼c
October	12	14 00	11 00	12 00	7 00	7c	6c	8¼c	10½c
October	19	13 50	10 50	12 00	7 00	7c	6c	8¼c	10½c
October	26	13 50	10 50	12 00	7 00	7c	6c	8½c	10½c
Nov.	2	13 00	10 00	12 00	7 00	7c	6c	8½c	10½c
Nov.	9	13 00	10 00	12 00	7 00	7c	6c	8½c	10c
Nov.	16	13 00	10 00	12 00	7 00	7c	6c	8½c	10c
Nov.	23	13 00	10 00	12 00	7 00	7c	6c	8½c	9½c
Nov.	30	13 00	10 00	12 00	7 00	7c	6c	8¼c	9½c
Dec.	7	13 00	10 00	12 00	7 00	7c	6c	8½c	9¼c

#### High Wines.

The whisky trade has come to be a very important one in our city, and during the past season the demand has been quite active, but the supply light; and for days the market has frequently been completely bare. As in every description of produce, prices have ruled high, as will be seen by our table which follows.

The trade with Canada has been unusually brisk, and considerable sales were made for export to the upper province. The receipts by lake show a decrease for 1854. They are as follows:

1853.....	bbbls. 66,707
1854.....	bbbls. 50,287
Decrease,	16,420

There are only two whisky distilleries in the city. The most extensive one is that of Clark & Brown, located in the easterly part of the city. This manufactory consumes from 400 to 450 bushels of grain daily, or about 130,000 bu. per annum, turning out about 1,300 gallons per day.

The other distillery is owned by George Truscott, and is situated on William street. This establishment has been in operation only a portion of the season, and was burnt out in December. It will however soon be rebuilt. When in working order, it con-



sumes about 200 bu. grain per day, or 60,900 bu. per annum, turning out ten or twelve barrels of high wines per day.

### WHISKY.

The following table will show the average prices for Highwines, in our market, once a week, during the season:

Month	D	1853.	1854.
May	11	19 @19 3/4c	23 @23 3/4c
May	18	19 1/2 @20c	22 1/2 @23c
May	25	19 1/2 @20c	23 @23 1/2c
June	1	19 1/2 @20c	23 1/2 @24c
June	8	20 @21c	25 @26c
June	15	20 @21c	24 1/2 @25c
June	22	20 1/2 @21c	25 @26c
June	29	20 1/2 @21 3/4c	25 1/2 @26c
July	6	20 3/4 @21c	24 @24 1/2c
July	13	20 3/4 @21c	24 1/2 @25c
July	20	21 @21 1/4c	25 @25 1/2c
July	27	21 1/2 @22c	25 1/2 @26c
August	3	22 1/2 @23 1/2c	27 @28c
August	10	23 1/2 @24c	29 @30c
August	17	23 @23 1/4c	30 @30 1/4c
August	24	23 @23 1/4c	31 @32c
August	31	22 1/2 @23c	31 @32c
September	7	23 @23 1/4c	34 @35c
September	14	24 @25c	36 @37c
September	21	23 1/2 @24c	37 @37 1/2c
September	28	23 1/2 @24c	36 @37c
October	5	25 3/4 @26c	36 1/2 @37c
October	12	26 @27c	33 @34c
October	19	28 @29c	32 1/2 @33c
October	26	27 @27 1/2c	32 @32 1/2c
November	2	25 3/4 @26c	34 @34 1/2c
November	9	26 26 1/2c	34 @34 1/2c
November	16	24 3/4 @25c	34 @35c
November	23	24 1/2 @25c	38 @38 1/2c
November	30	24 3/4 @25c	38 @38 1/2c

### LAKE IMPORTS FOR 1854.

The following table will show the quantity and value of the principal articles received by Lake, at this port during the season of 1854:

ARTICLES.	QUANTITY.	VALUE.
Flour.....bbls.	739,811	6,288,393
Pork.....	147,073	1,911,949
Beef.....	56,997	512,973
Ashes.....	7,553	211,484
Whisky.....	50,287	754,305
Seeds.....	20,185	161,480
Eggs.....	8,012	72,108
Fish.....	11,752	94,016
Cranberries.....	125	875
Oil.....	9,425	301,600
Meal.....	2,540	7,620
Rye Flour.....	764	4,584
Tongues.....	143	1,716
Nuts.....	310	930
Beans.....	5,832	17,496
Hides.....No.	68,427	307,921
Leather.....rolls.	4,226	169,040
Broom Corn.....bales.	5,783	34,698
Buffalo Robes.....	65	3,900
Copper.....tons.	1,760	176,000
Copper.....bbls.	686	411,600
Copper.....ingots.	2,809	8,427
Coal.....tons.	57,634	345,804
Iron, Pig.....	4,304	172,160
Iron.....bars.	5,016	6,240
Iron.....bundles.	1,370	5,480
Iron Scraps.....bbls.	529	3,174
Lead.....pigs.	44,978	134,934
Wheat.....bu.	3,510,792	5,792,806
Corn.....	10,109,973	6,561,482
Oats.....	4,475,618	1,835,003
Barley.....	313,885	313,885
Rye.....	177,159	186,016
Butter.....lbs.	3,783,526	472,940
Cheese.....	1,464,200	117,136
Lard.....	13,575,662	1,357,56

Tallow.....	576,450	72,056
Bacon.....	20,488,400	1,639,072
Grease.....	1,516,410	121,312
Tobacco.....hhds.	2,849	199,430
Tobacco.....boxes.	6,659	166,475
Wool.....bales.	33,671	2,693,680
Flax.....	635	9,570
Hemp.....	4,222	168,880
Cotton.....	1,922	96,100
Pelts.....	4,550	136,500
Furs.....packages.	1,664	291,200
Lumber.....feet.	67,407,083	1,348,141
Staves.....No.	16,437,015	657,480
Shingles.....	1,658,000	4,974
Lath.....	191,000	382
Cedar Posts.....	19,325	5,797
Feathers.....sacks.	1,209	26,598
Horses.....No.	743	74,300
Cattle.....	19,047	1,142,820
Sheep.....	19,988	59,964
Hogs (live).....	74,276	742,760
Hogs (dressed).....	1,581	23,715
Rags.....sacks.	5,602	28,010
Paper.....bundles.	16,855	337,100
Hair.....packages.	759	2,936
Wax.....bbls.	98	2,940
Glue.....	159	1,909
Starch.....	72	720
Starch.....boxes.	8,151	20,377
Soap.....	310	1,240
Candles.....	1,885	15,080
Deer Skins.....bundles.	2,461	123,050
Calf Skins.....	712	712
Sugar.....hhds.	573	57,300
Molasses.....bbls.	1,273	12,730
Railroad Ties.....No.	16,035	6,414
Brick.....	436,000	6,976
Plaster.....bbls.	671	671
Clay.....	380	95
Oil Cake.....	5,540	13,850
Oil Cake.....tons.	879	19,338
Paint.....kegs.	500	2,000
Nails.....	3,379	16,895
Powder.....	300	1,500
Saleratus.....casks.	3	60
Saleratus.....boxes.	136	816
Dried Fruit.....bbls.	2,971	29,710
Apples.....	1,225	1,837
Peas.....	496	1,488
Glassware.....casks.	1,453	14,530
Glassware.....boxes.	6,415	25,660
Grindstones.....tons.	1,428	28,560
Grindstones.....No.	901	2,703
Scraps.....bbls.	477	1,904
Ginseng.....	354	8,850
Hops.....	61	4,575
Shorts.....bags.	20,115	10,057
Shooks.....bundles.	24,800	24,800
Bones.....tons.	464	2,320
Bones.....hhds.	500	2,000
Horns.....	682	2,728
Cement.....bbls.	202	303
Empty Barrels.....	550	550
Hoe Handles.....bundles.	5,973	4,478
Gas Pipe.....	203	2,436
Oars.....No.	29,672	1,036
Potatoes.....bu.	98,373	73,779
Railroad Iron.....tons.	16	1,080
Wash Bowls.....nests.	5,535	27,675
Axes.....boxes.	54	595
Ship Knees.....No.	9,951	99,510
Clay Pipes.....boxes.	511	511
Rope.....coils.	3,513	70,260
Cultivators.....No.	169	1,690
Reapers.....	37	7,550
Malt.....bu.	10,090	10,090
Silver Ore.....tons.	19	456,000
Sundries.....packages.		2,000,000

Total value.....\$42,030,931

Total value, 1853.....36,881,230

Increase in favor of 1854.....\$5,149,701

THE following table shows the principal articles landed at this port, from the opening to the close of navigation, for four seasons:



	1851.	1852.	1853.	1854.
Flour--bbls.	1,261,301	1,299,513	983,837	739,811
Pork-----	33,261	60,669	102,548	147,073
Beef-----	70,570	76,679	69,776	56,997
Whisky---	65,232	79,306	66,707	50,287
Corn Meal-	2,287	5,099	311	2,540
Seed-----	11,146	31,559	37,018	20,185
Eggs-----	12,818	7,686	11,000	8,012
Fish-----	6,367	6,814	7,773	11,752
Oil-----	6,718	7,577	7,965	9,425
Ashes, cks-	13,721	14,522	11,558	7,553
Wheat, bu.	4,260,064	5,549,778	5,424,043	3,510,792
Corn-----	6,080,330	5,136,746	3,665,793	10,109,973
Oats-----	1,149,783	2,596,231	1,480,655	4,475,618
Rye-----	19,435	112,271	107,152	177,159
Barley-----	166,188	497,913	401,098	313,885
Butter, lbs-	2,354,277	3,989,917	6,589,784	3,783,526
Cheese-----	-----	-----	5,377,800	1,464,200
Lard-----	4,961,240	7,164,672	8,185,300	13,575,662
Tallow-----	728,100	1,014,686	762,810	576,450
Bacon-----	6,541,400	9,696,590	23,075,645	20,488,400
Wool, bales-	61,823	45,172	45,820	33,671
Hemp-----	2,139	3,597	1,977	4,222
Flax-----	375	789	520	635
Broom Corn	5,402	5,420	4,963	5,783
Buff. Robes.	3,246	80	631	65
Feathers, sks	-----	2,285	1,556	1,209
Pelts-----	-----	3,296	5,288	4,550
Furs, pkgs-	-----	2,909	1,095	1,664
Leather, rls.	8,628	7,155	7,991	4,226
Hides, No--	50,865	95,452	98,008	68,427
Copper, ton.	665	439	1,068	1,760
Iron-----	2,542	4,848	4,731	4,304
Coal-----	17,281	34,665	38,188	57,634
Lead--pigs-	26,983	31,916	36,004	44,978
Tobacco, hds	1,707	6,620	2,038	2,849
Tobacco, bxs	-----	7,799	5,030	6,659
Lumber--ft.	84,068,589	72,337,225	89,294,789	67,407,083
Shingles, M-	-----	13,532,000	3,542,642	1,658,000
Lath-----	-----	1,500,000	2,058,920	191,000
Staves, No-	10,696,000	12,998,614	9,215,240	16,487,015
Horses-----	2,761	1,643	1,533	743
Cattle-----	8,594	15,926	20,466	19,047
Sheep-----	18,906	16,590	23,223	19,988
Live Hogs-	97,697	171,223	114,952	74,276

The total value of the Imports by Lake for the year 1854, as appears by our figures is: \$42,030,931, or an increase as compared with 1853, of \$5,149,701. For years back, these tables have always been obtained from the Custom House; but for the past two years no statements of imports have been made up at that office, and we have been compelled to rely on our own tables, which we have kept daily, weekly and monthly, during the season in making up the yearly, and the valuation we have obtained from the principal dealers in different articles. We are satisfied from experience that the above figures will be found more correct than if we were to use the tables that might be prepared by the Custom House authorities, from the manifest reported to them.

It is well known by those familiar with Marine matters, that scarcely a day passes during the season of navigation that there are not some vessels entering and departing from this port, without ever reporting at the Custom House. Their Captains may perhaps have to leave some upper lake port

in a hurry, to take advantage of a fair wind, and having neglected to obtain a clearance till too late, comes on down, and not having any manifest when they reach here they do not go near the Custom House.

Again, a vessel obtains a clearance at one port, and goes to another to finish loading; frequently the freight taken on at the latter place is not noted on the manifest, and no report is made to the collector here, of the balance of the cargo; and frequently propellers discharge a part of their load here, and proceed to Tonawanda with the remainder, and no report is made at our Custom House of the amount left here. Having watched carefully for all vessels not reporting, and having obtained from nearly all of them a statement of their cargo, we are satisfied that our figures as given above, are perfectly reliable.

The large increase in the value of the Imports is owing principally to the advance in prices of nearly all descriptions of produce, as compared with the price of the year previous. It will however be seen that there has been an enormous increase in the article of corn, and a large increase in oats, barley, rye, pork, etc. In wheat, flour, beef and provisions, there is a decrease. It will also be noticed that last year we received a considerable quantity of cotton, molasses and sugar, this is we believe the first year, that these articles have to any extent appeared in the table of Lake Imports. There can be no doubt however, but that with the enlarged canal, the above articles together with tobacco and hemp, will each year show a handsome increase.

Among the list of Imports, will also be found 35 bbls., and 19 half bbls. of silver ore, from the Lake Superior region. This was the first consignment of this article received at this port in any quantity, but we have reason to believe from all accounts, that next year a much larger amount will be brought down. The richness of the Lake Superior mines are not yet begun to be known; and when the Sault St. Marie canal shall be completed, the advantages which Buffalo must derive from them, cannot now be correctly estimated.

The amount paid out by the collector of this district during the past year to destitute



and indigent seamen, was, \$4,235 55, and the amount collected in this district during the same period, for that fund was, \$2,406, 58, leaving a deficit of, \$1,828 97, which is supplied by appropriation by the general government. The amount collected is made up by a *per capita* tax upon seamen, of twenty cents a month, which is retained from their wages. A proposition is now agitated to abolish this tax, and to substitute the imposition of a duty of five cents per ton on the issue and renewal of all ships' registers, and once in each year on all vessels engaged in the coasting trade.

THE following table shows the entrances and clearances at this port, of foreign and American vessels, together with their tonnage and crews, during the year 1854:

Arrived.	No.	Tons.	Men.	Boys.
American Vessels from foreign ports.....	81	13,802:03	682	5
Foreign do do.....	692	153,900:54	6,914	2
Total.....	773	167,702:57	7,596	7
Cleared.				
American Vessels to foreign ports.....	104	17,691:46	908	6
Foreign do do.....	685	161,090:51	6,648	-
Total.....	789	178,782:02	7,556	6
Coasting Trade.				
Inwards.....	3,802	1,848,450:29	48,486	393
Outwards.....	3,608	1,790,349:26	57,200	390
Total.....	7,410	3,638,799:55	105,686	783
Grand Total—1854	8,972	3,995,284:19	120,838	796
1853	8,298	3,252,978:26	128,112	3,153
1852	9,441	3,092,247:73	127,491	5,215
1851	9,050	3,087,533:80	120,542	5,251
1850	8,444	2,743,700:86	125,672	----

Banks and Banking.

The banking facilities of Buffalo, are wholly disproportionate to the amount of business annually transacted here. There is probably no city in the country where a banking institution of heavy capital, say one million of dollars, could be more profitably located than in our midst. The entire resources of all our banks are unequal to the wants of the produce and forwarding business alone, while our manufacturing interests suffer severely from the want of proper and legitimate bank accommodation. Banking business, conducted as it is generally in Buffalo, fails to be of any benefit to a large class of our citizens, a class, too, with whose success the business and prosperity of the city is intimately associated. The discounts to our produce and forwarding houses are generally made on short paper, payable at the East which answers their requirements, and the

banks, as a matter of course, prefer to deal with them rather than with houses in other branches of trade, who desire to make their loans on longer time and payable at home. We learn that the amount of sight exchange sold in our city during the year, was full \$23,000,000. During the year two banks have gone out of existence. The Exchange Bank, with a capital of \$50,000, suspended. Its failure entailed but little loss, and its absence has not been felt. The Queen City Bank, which commenced operations in 1853 with a capital of \$75,000, withdrew its circulation early in the fall, and has since been winding up its affairs, preparatory to its removal to the interior of the state. Two new banks have also gone into operation during the year. The "International," with a capital of \$400, 000, was started in the spring, and the New York and Erie Bank, with a capital of \$200,000 was brought here from Dunkirk. There are therefore, now, eleven banks doing business in our city, having an aggregate capital of \$2,191,800—an increase over 1853 of \$716,800.

The following table will show the condition of the several Banks of Buffalo, on the 31st of December, 1854, as appears by their quarterly Statements, which are required to be made and published, by the laws of our State :

RESOURCES.	
Total	NAMES OF BANKS.
	Bank of Attica.....
	Buffalo City Bank.....
	Farmers' and Merch's Bank.....
	Hollister Bank.....
	International Bank.....
	Marine Bank.....
	New York and Erie Bank.....
	Oliver Lee & Co.'s Bank.....
	Pratt Bank.....
	Sackett's Harbor Bank.....
	White's Bank.....
\$3,965,886 75	
Loans and Discounts.	
\$408,432 19	
326,555 24	
390,649 11	
447,200 15	
472,847 40	
464,667 17	
238,867 59	
419,769 62	
92,805 91	
275,039 90	
429,052 56	
\$50,405 00	
59,124 09	
45,443 00	
54,774 18	
64,081 00	
72,398 00	
50,508 00	
33,062 82	
30,054 95	
11,631 66	
66,875 00	
\$50,628 00	
54,991 37	
45,325 00	
54,800 00	
76,700 00	
65,000 00	
57,258 20	
93,000 00	
35,000 00	
24,381 25	
56,575 00	
\$2,026 34	
7,006 62	
505 70	
5,579 91	
5,215 80	
2,850 99	
1,651 71	
1,631 97	
7,264 73	
\$33,733 77	
Loss and Expense Account.	



RESOURCES.	NAMES OF BANKS.	Loans and Discounts.	Bonds and Mortgages.	Stocks.	Loss and Expense Account.
	Bank of Attica.....	\$408,432 19	\$50,405 00	\$50,628 00	\$2,026 34
	Buffalo City Bank.....	326,555 24	59,124 09	54,991 37	7,006 62
	Farmers' and Mech's' Bank.....	390,649 11	45,443 00	45,325 00	505 70
	Hollister Bank.....	447,200 15	54,774 18	54,800 00	5,579 91
	International Bank.....	472,847 40	64,081 00	76,700 00	5,215 80
	Marine Bank.....	464,667 17	72,398 00	65,000 00	2,850 99
	New York and Erie Bank.....	238,867 59	50,508 00	57,258 20	1,651 71
	Oliver Lee & Co.'s Bank.....	419,769 62	33,062 82	93,000 00	-----
	Pratt Bank.....	92,805 91	30,054 95	35,000 00	1,631 97
	Sacket's Harbor Bank.....	275,039 90	11,631 66	24,381 25	7,264 73
	White's Bank.....	429,052 56	66,875 00	56,575 00	-----
	Total.....	\$3,965,886 75	\$538,357 70	\$613,658 82	\$33,733 77

Table data only rotated 90° for convenience and OCR.



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Profits.	13,941 32 28,973 58 3,667 53 47,150 54 33,040 37 14,754 53 11,476 14 21,671 19 9,131 32 14,323 66 18,000 23 216,130 41
Bank Notes in Circulation.	63,633 00 78,869 00 52,056 00 85,481 00 123,234 00 66,247 00 67,933 00 66,945 00 57,584 00 89,226 00 93,777 00 844,985 00
Due Treasurer of the State of New York.	51,164 82 31,545 54 69,081 84 44,034 85 46,788 47 25,494 44 84,288 23 128 25 31,108 19 44,287 95 427,922 56
Due Depositors.	153,101 08 80,634 94 187,784 36 180,341 83 99,795 11 185,192 37 12,068 52 179,591 44 29,469 50 75,632 94 152,073 11 1,335,685 20
Due Banks on Demand.	53,224 88 76,185 70 22,717 76 47,275 07 51,659 52 31,586 06 38,124 43 119,827 16 26,347 67 19,537 52 28,061 81 515,447 58
Due Individuals and Corporations.	--- --- --- 3,077 95 --- --- --- 12,754 32 2,049 75 --- 98,402 12 116,284 14
Due Banks on Credit.	--- --- --- --- --- --- --- --- 36,624 11 --- --- 36,624 11
Due to all others.	41,291 03 59,991 57 25,152 75 52 82 --- 12,000 00 --- --- --- --- --- 138,488 17
Total.	536,356 13 501,008 76 495,299 06 629,436 04 710,859 77 644,568 43 367,096 53 655,077 34 221,334 60 429,828 31 632,502 20 5,823,367 17

### The Erie Canal.

The frequent and serious detentions to navigation on the canal by breaks during the spring of 1853, and indeed throughout the entire season, operated most disastrously for the interests of our city. The canals during that year were managed in a manner well calculated to ruin their business. The western merchants, who had previously looked to them as the medium of transit for their merchandize, suffered severely by the

Overdrafts.	\$1,328 62 3,703 05 1,422 22 640 20 344 49 2,074 06 102 02 20,298 50 16,290 61 8,562 16 10,575 72 \$65,341 65
Specie.	\$7,234 64 8,088 80 6,073 79 6,787 23 10,937 16 8,101 63 2,769 78 8,856 48 1,429 28 9,867 44 8,348 20 \$78,514 43
Cash Items.	\$4,606 87 1,041 14 1,753 34 88 83 252 25 7,518 04 2,614 00 9,285 70 1,700 92 6,539 62 2,148 40 \$37,549 11
Bills of Solvent Banks on hand.	\$7,799 00 1,628 00 1,715 00 20,444 00 7,296 00 6,679 00 3,897 00 8,166 00 7,050 00 7,187 00 7,647 00 \$79,508 00
Due from Banks.	\$3,895 56 37,929 66 2,401 90 38,194 57 52,187 34 12,419 54 1,638 95 54,271 60 4,976 84 43,425 23 51,280 32 \$302,621 51
Real and Personal Estate.	--- --- 936 97 4,000 00 --- --- --- --- 30,301 12 15,340 28 --- \$50,578 37
Due from Directors.	--- --- --- 16,978 33 --- 6,175 00 --- --- --- 20,589 04 --- \$43,742 37
Due from Brokers.	940 79 --- --- --- --- --- --- --- --- --- --- 940 79 126 00
Bills of Suspended Banks on hand.	--- --- --- --- --- 33 00 --- 2,860 00 294 63 1,286 65 --- 3,154 63
Suspense Account.	--- --- --- --- --- --- --- --- --- --- --- 1,286 55
Office, Furniture, Plates, etc.	--- --- --- --- --- --- --- --- --- --- --- 8,366 62
Due from Railroad Corporations.	--- --- --- --- --- --- --- --- --- --- --- 5,823,367 17
Total.	536,356 13 501,008 76 495,299 06 629,436 04 710,859 77 644,568 43 367,096 53 655,077 34 221,334 60 429,828 31 632,502 20 \$6,599 04 from Directors. 13,990 00 do do absolute or contingent.

## LIABILITIES.

NAMES OF BANKS.		Capital.
Bank of Attica	160,000	
Buffalo City Bank	204,800	
Farmers' & Mechanics' Bank	100,000	
Hollister Bank	200,000	
International Bank	400,000	
Marine Bank	300,000	
New York & Erie Bank	200,000	
Oliver Lee & Co.'s Bank	170,000	
Pruitt Bank	60,000	
Sackett's Harbor Bank	200,000	
White's Bank	197,000	
Total	2,191,800	

## The Erie Canal.

The frequent and serious detentions to navigation on the canal by breaks during the spring of 1853, and indeed throughout the entire season, operated most disastrously for the interests of our city. The canals during that year were managed in a manner well calculated to ruin their business. The western merchants, who had previously looked to them as the medium of transit for their merchandize, suffered severely by the delays incident upon their ill management, and the breaks that occurred during the early months of navigation. They became disgusted, and with a view of taking better care of their interests, last year entrusted the transportation of their goods to the Railroads. The experiment has been more disastrous than the evils they attempted to avoid; for, while they have paid vastly more in the way of freights, they have even lost in point of time. Both disadvantages have tended to embarrass and vex them exceedingly, and we are satisfied that in future



NAMES OF BANKS.	Profits.	Bank Notes in Circulation.	Due Treasurer of the State of New York.	Due Depositors.	Due Banks on Demand.
Bank of Attica.....	13,941 32	63,633 00	51,164 82	153,101 08	53,224 88
Buffalo City Bank.....	28,973 58	78,869 00	31,545 54	80,634 94	76,185 70
Farmers' and Mech's' Bank.....	3,667 53	52,056 00	69,081 84	187,784 36	22,717 76
Hollister Bank.....	47,150 54	85,481 00	44,034 85	180,341 83	47,275 07
International Bank.....	33,040 37	123,234 00	.....	99,795 11	51,659 52
Marine Bank.....	14,754 53	66,247 00	46,788 47	185,192 37	31,586 06
New York and Erie Bank.....	11,476 14	67,933 00	25,494 44	12,068 52	38,124 43
Oliver Lee & Co.'s Bank.....	21,671 19	66,945 00	84,288 23	179,591 44	119,827 16
Pratt Bank.....	9,131 32	57,584 00	128 25	29,469 50	26,347 67
Sacket's Harbor Bank.....	14,323 66	89,226 00	31,108 19	75,632 94	19,537 52
White's Bank.....	18,000 23	93,777 00	44,287 93	152,073 11	28,061 81
Total.....	216,130 41	844,985 00	427,922 56	1,335,685 20	515,447 58

NAMES OF BANKS.	Due Individuals and Corporations.	Due Banks on Credit.	Due to all others.	Total.
Bank of Attica.....	.....	.....	41,291 03	536,356 13
Buffalo City Bank.....	.....	.....	.....	501,008 76
Farmers' and Mech's' Bank.....	.....	.....	59,991 57	495,299 06
Hollister Bank.....	.....	.....	25,152 75	629,436 04
International Bank.....	3,077 95	.....	52 82	710,859 77
Marine Bank.....	.....	.....	.....	644,568 43
New York and Erie Bank.....	.....	.....	12,000 00	367,096 53
Oliver Lee & Co.'s Bank.....	12,754 32	.....	.....	655,077 34
Pratt Bank.....	2,049 75	36,624 11	.....	221,334 60
Sacket's Harbor Bank.....	.....	.....	.....	429,828 31
White's Bank.....	98,402 12	.....	.....	632,502 20
Total.....	116,284 14	36,624 11	138,488 17	5,823,367 17

Table data only rotated 90° for convenience and OCR.



NAMES OF BANKS.	Overdrafts.	Specie.	Cash Items.	Bills of Solvent Banks on hand.	Due from Banks.	Real and Personal Estate.	Due from Directors.	Due from Brokers.
Bank of Attica.....	\$1,328 62	\$7,234 64	\$4,606 87	\$7,799 00	\$3,895 56			
Buffalo City Bank.....	3,703 05	8,088 80	1,041 14	1,628 00	37,929 66			940 79
Farmers' and Mech's' Bank.....	1,422 22	6,073 79	1,753 34	1,715 00	2,401 90			
Hollister Bank.....	640 20	6,787 23	88 83	20,444 00	38,194 57	936 97		
International Bank.....	344 49	10,957 16	252 25	7,296 00	52,187 34	4,000 00	16,978 33	
Marine Bank.....	2,074 06	8,101 63	7,518 04	6,679 00	12,419 54			
New York and Erie Bank.....	102 02	2,769 78	2,614 00	3,897 00	1,638 95		6,175 00	
Oliver Lee & Co.'s Bank.....	20,298 50	8,856 48	9,285 70	8,166 00	54,271 60			
Pratt Bank.....	16,290 61	1,429 28	1,700 92	7,050 00	4,976 84	30,301 12		
Sacket's Harbor Bank.....	8,562 16	9,867 44	6,539 62	7,187 00	43,425 23	15,340 28	* 20,589 04	
White's Bank.....	10,575 72	8,348 20	2,148 40	7 647 00	51,280 32			
Total.....	\$65,341 65	\$78,514 43	\$37,549 11	\$79,508 00	\$302,621 51	\$50,578 37	\$43,742 37	940 79

NAMES OF BANKS.	Due from Brokers.	Bills of Suspended Banks on hand.	Suspense Account.	Office, Furniture, Plates, etc.	Due from Railroad Corporations.	Total.	
Bank of Attica.....						536,356 13	
Buffalo City Bank.....	940 79					501,008 76	
Farmers' and Mech's' Bank.....						495,299 06	
Hollister Bank.....						629,436 04	
International Bank.....						710,859 77	
Marine Bank.....			2,860 00			644,568 43	
New York and Erie Bank.....		33 00	294 63	1,286 65		367,096 53	
Oliver Lee & Co.'s Bank.....					8,366 62	655,077 34	
Pratt Bank.....		93 00				221,334 60	
Sacket's Harbor Bank.....						429,828 31	
White's Bank.....						632,502 20	
Total.....	940 79	126 00	3,154 63	1,286 55	8,366 62	5,823,367 17	* \$6,599 04 from Directors. 13,990 00 do absolute or contingent.

LIABILITIES.	NAMES OF BANKS.	Capital.
	Bank of Attica.....	160,000
	Buffalo City Bank.....	204,800
	Farmers' & Mechanics' Bank.....	100,000
	Hollister Bank.....	200,000
	International Bank.....	400,000
	Marine Bank.....	300,000
	New York & Erie Bank.....	200,000
	Oliver Lee & Co.'s Bank.....	170,000
	Pratt Bank.....	60,000
	Sacket's Harbor Bank.....	200,000
	White's Bank.....	197,000
	Total.....	2,191,800



they will exercise more patience, and save their money by shipping their goods by canal. Had the merchandize which has been forced from the canal by the policy and mismanagement of its enemies, who had control of it in '53, been transported by them last year, the increase of tolls over that year would have been enormous.— That the canal has lost much business that legitimately belongs to it, and that it should have had, no one will attempt to deny.— The holders of property destined for eastern markets, and who had been heavy losers by the obstruction to navigation in '53, were not disposed to send forward their rolling freight in 1854 as readily as they had been in previous years, anticipating a continuance of those detentions. Such however has not been the case. The control of the canal has fallen into other hands, and it is freely acknowledged that they have not been managed for years with the wisdom, prudence and success that marked them during the past season. Navigation was uninterrupted by breaks or needless detentions, except during a few weeks in the middle of summer, by the severe draught which then occurred. The collectors' offices were filled by capable officers, and the superintendents were faithful and efficient, and every exertion was made to forward the interests of the canals and their commerce. During the past summer the contracts for the completion of the enlargement were given out, and that work is being now rapidly pushed forward. It would be impossible to estimate the advantages that will accrue to our city by the early completion of the enlargement. The facilities for doing a much larger amount of business will be increased, and with the rapid changes that are now annually taking place in the course of trade from Western states, we may safely count on the Erie Canal having all the business to transact that it will be possible for it to do when enlarged. Until a year or two past, the business of Western Illinois and Wisconsin, and all of Iowa and Minnesota, was transacted for the most part at St. Louis. Thither went the lead, pork, wheat, corn, wool, and in fact all the products of the mine and farm, that that vast country had to spare. To that trade is St. Louis indebted for her growth and prosperity.—

This state of things is rapidly changing. Chicago has now got to be her rival for that trade, and we will reap our share of the benefits of that diversion. Much of this result is due to the natural advantages offered by the several routes leading from Chicago, and the tendency of trade and travel from the West, eastward. There are few things more difficult to change than long established channels of trade. It was a knowledge of this fact that led to the belief, that the diversion of this trade to the lake and canal route, in preference to the Mississippi, would be slow, that it would require many years, even after all the various lines of railroads had reached the Mississippi and Missouri rivers, before this route would be fully recognized as the cheapest, safest and speediest in reaching the seaboard.

But this is a progressive age. Changes that formerly required an age to effect are now accomplished in a year or two.

Again, who can predict the trade that will spring up between this city and the lake Superior region, on the completion of the Sault Ste Marie Canal, and of the vast amount of the products of those minest hat will seek this outlet. By reference to our table of lake imports, it will be seen that a large amount of cotton, tobacco, hemp, sugar, molasses, etc., the products of the South, are seeking a market by this route. With proper exertions on the part of those engaged in the carrying trade of the lakes and canals, and the co-operation of the Canal Board, the transportation of a large amount of those articles which we have enumerated above, might be secured to the Erie canal. Over half a million tons of freight are within our reach from the South-west alone, and all that is required to secure this vast trade is, to make known our facilities for transporting it to tide water. We are informed by our forwarders who are engaged in the navigation of the canal, that heretofore, with the old class of canal boats, they were unable to transport tobacco and cotton through to tide water with any profit to themselves or advantage to the owners; but with the enlarged canal and the large class of boats, these difficulties will be overcome, and they will be able to transact their business economically, and with advantage to all parties.



## IMPORTS AND EXPORTS BY CANAL.

STATEMENT of Property first cleared at the Collector's Office at Buffalo, on the Erie Canal, during the year 1854, showing the quantity and average value of each article, and also the whole amount of tolls received at the office on Boats, Passengers, and each article of property during the same period.

## BOATS.

Toll at 2 cents.....	\$49,137 30
Do. on Packets.....	-----
Commutation Toll.....	-----
Total.....	\$49,137 30

## PASSENGERS.

Monthly statements.....	-----
Reported.....	\$ 1 18
Total.....	\$ 1 18

## THE FOREST.

Articles.	Price.	Quan'y.	Reduc'd to tons of 2000 lb.	Val'e of each ar'cle.	Tolls on each ar'cle
Fur & Peltry, lb 20		59,234	30	11,847	60 10
Product of Wood—					
Boards & Scant-					
ling, 1000 ft.. 20 00		59,109,520	91,948	1,182,173	55,253 15
Shingles..... 3 75		155	19	581	1 62
Timber 1000 ft.. 15 00		57,938	1,159	8,690	28 79
Staves, lb..... 00 4		120,343,262	60,157	481,253	30,052 75
Wood, cord..... 00 00		-----	-----	-----	-----
Ashes, pot and					
pearl, bbl..... 28 00		7,516	1,503	210,448	4,876 42
Total Forest tons, 154,816; total value, \$1,894,992; total tolls, \$90,272 83.					

## AGRICULTURE.

Product of Animals.					
Pork, bbl..... 13 00		123,255	19,721	1,602,315	17,377 95
Beef..... 12 50		26,750	4,548	335,375	7,732 52
Bacon, lb..... 0 09		18,702,326	9,351	1,683,210	8,401 36
Cheese..... 0 09		577,792	289	59,001	323 10
Butter..... 0 19		341,609	171	64,906	265 38
Lard, Tallow &					
Lard Oil..... 0 11		14,613,246	7,307	1,607,457	6,547 39
Wool..... 0 30		2,369,573	1,185	710,872	2,500 78
Hides..... 0 10		355,136	178	35,513	353 24
Product of Animals, tons, 42,750; value, \$6,097,649; tolls, \$43,501 72.					
Vegetable Food—					
Flour, bbls..... 8 00		288,124	31,117	2,304,992	48,114 39
Wheat, bu..... 1 65		2,811,687	84,351	4,639,284	74,561 34
Rye..... 1 00		127,929	3,582	127,929	2,519 35
Corn..... 0 65		9,405,859	263,364	6,113,808	270,354 32
Corn meal, bbl. 4 00		7,954	859	31,816	751 13
Barley, bu..... 1 15		206,477	4,956	237,448	9,403 93
Oats..... 0 42		4,134,298	66,149	1,736,405	66,950 39
Bran and ship					
stuffs, lb..... 0 01		2,966,783	1,483	29,668	950 95
Peas & B'ns, bu 1 25		9,426	283	11,781	631 49
Potatoes..... 0 75		27,325	956	20,494	375 68
Dried fruit, lb 0 14		105,855	53	14,820	113 14
Vegetable food, tons, 457,153; value, \$15,268,445; tolls \$474,726 11.					

## All other Agricultural Products.

Cotton..... lbs. 0 10		141,967	71	14,196	10 38
Unmanufactu'd					
tobacco..... 0 07		6,323,050	3,162	442,614	1,546 43
Hemp..... 0 07		1,910,399	955	133,728	687 96
Clover & grass					
seed..... 0 09		3,023,137	1,512	272,083	1,306 72
Flax seed..... 0 02		345,153	173	6,903	452 73
Hops..... 0 40		2,443	1	973	3 52

All other Agricultural Products, tons, 5,874; value \$870,497; tolls, \$4,007 74. Total Agriculture, tons, 505,777; total value, \$22,236,591; total tolls, \$522,235,57.

## MANUFACTURES.

Domest. spirits 0 32		990,270	3,466	316,866	6,775 21
Oil meal and					
cake..... lb. 0 01		2,314,631	1,157	23,146	1,924 29
Leather..... 0 24		283,838	142	68,121	420 53
Furniture..... 0 12		181,119	91	21,734	173 40
Bar & pig lead. 0 45		956,645	478	430,490	278 11
Pig iron..... 0 02		39,981	20	800	2 45
Bloom and bar					
iron..... 0 04		80,000	4	320	1 67

## Castings &amp; iron

ware..... 0 04		88,352	45	3,534	95 34
Do'tic Wool's.....		-----	-----	-----	-----
Do'tic cottons.....		-----	-----	-----	-----
Domestic salt. 0 05		4,740	2	24	0 44
Foreign salt.....		-----	-----	-----	-----
Total value, \$865,055; total tolls, \$9,671 24.					

## MERCHANDIZE.

Sugar, lbs.....		-----	-----	-----	-----
Molasses.....		740	-----	26	-----
Coffee.....		-----	-----	-----	-----
Nails, spikes &					
horse shoes.....		-----	-----	-----	-----
Iron and steel.. 0 08		149,784	75	11,983	-----
Railroad iron.. 0 33		62,455	32	2,061	-----
Flint enamel,					
crockery and					
glass ware.. 0 12		179,645	90	21,557	-----
All other mdze 0 07		3,590,325	1,795	251,323	-----
Total merchandize, tons, 1,992; total value, \$286,950; tolls \$3,698 61.					

## OTHER ARTICLES.

Live cat'e, hogs					
and sheep.....		-----	-----	-----	-----
Stone, lime &					
clay..... 0 02		4,836,643	2,418	9,673	1,038 07
Gypsum.....		-----	-----	-----	-----
Mineral coal.. 0 03		29,314,111	14,657	87,942	3,129 17
Copper ore..... 0 35		3,243,032	1,622	1,135,061	527 70
Sundries..... 0 05		9,057,081	4,529	420,444	5,633 68
Other articles, tons, 23,226; value, \$1,653,119; tolls, \$10,328 62; total tons, \$691,216; total value, \$26,936,707; total tons, \$685,315 35.					

STATEMENT of Property left at Buffalo on the Erie Canal, or which was left between that place and the Collector's Office, next in order on the Canal; showing the quantity and average value of each article, during the year 1854:

## THE FOREST.

Description.	Price.	Quantity.	Reduced Val'e of to tons of 2,000 lb.	Val'e of each arti'e.	Val'e of each class.
Fur & peltry					
lbs.....		-----	-----	-----	-----
Products of					
Wood—					
Boards and					
scantlg, M. 20 00		2,723,096	4,236	54,459	-----
Shingles..... 3 75		20	3	75	-----
Timber, 100					
cubic feet.. 15 00		145,098	2,902	2,175	-----
Staves .. lbs. --		-----	-----	-----	-----
Wood, cords.. 3 00		25,602	40,963	76,806	-----
Ashes, pot &					
pearl, bbls.. 28 00		7	1	196	133,711

Total of the Forest..... 48,105 Total value 133,711

## AGRICULTURE.

Products of					
Animals—					
Pork..... bbls.. 13 00		80	13	104	-----
Beef..... --		-----	-----	-----	-----
Bacon..... lb. --		-----	-----	-----	-----
Cheese..... 09		4,560	2	410	-----
Butter..... --		-----	-----	-----	-----
Lard, tallow,					
lb lard oil.. --		-----	-----	-----	-----
Wool..... 30		4,700	2	1,410	-----
Hides..... 10		983,315	492	98,332	100,256

Product of Animals..... 509 Value... \$100,256

Vegetable					
Food—					
Flour .. bbls.. 8 00		9,600	1,037	76,800	-----
Wheat .. bu. 1 65		18,540	556	30,591	-----
Rye..... --		-----	-----	-----	-----
Corn..... 65		5,250	147	3,413	-----
Corn m'l, bbl --		-----	-----	-----	-----
Barley .. bu. 1 15		18,862	453	21,691	-----
Oats..... 42		50	1	21	-----
Bran & ship					
stuffs, lbs. --		-----	-----	-----	-----
Peas & beans					
bushel..... 1 25		32	1	40	-----
Potatoes, bu 75		312	11	234	-----



Dried fruit, lbs -----	14	12,557	6	1,758	134,548
Vegetable Food, tons....	2,212	Value-----			\$134,548
All other Agricultural Products—					
Cotton, lbs..	--	----	--	--	----
Unmanuf'd tobacco....	--	----	--	--	----
Hemp .....	--	----	--	--	----
Clover and grass seed	09	2,473	1	223	----
Flax seed....	--	----	--	--	----
Hops.....	40	213,734	107	85,493	85,716
All other Ag. Products, tons....	108	Value----			\$ 85,716
Total Agriculture, tons.....	2,829	Total val.			320,520

## MANUFACTURES.

Domestic spts, gal.	--	----	--	--	----
Oil meal and cake --lbs..	--	----	--	--	----
Leather.....	24	1,968,806	985	472,514	----
Furniture....	12	5,514,314	2,757	641,718	----
Bar and pig lead .....	--	----	--	--	----
Pig iron ....	02	14,449,254	7,224	288,985	----
Bloom & bar iron .....	--	----	--	--	----
Castings and iron ware..	04	25,879,507	12,940	1,035,180	----
Domestic woolens....	--	----	--	--	----
Domestic cottons....	36	2,886,031	1,443	1,038,971	----
Domest. salt	5	66,487,781	33,243	332,433	----
Foreign salt..	8	1,049,291	524	8,395	3,838,196

Total Manufactures, tons..59,116 Total val.\$3,838,196

## MERCHANDISE.

Sugar ---lbs..	07.5	18,875,883	9,438	1,415,692	----
Molasses ----	03.5	10,075,455	5,038	352,641	----
Coffee .....	11.5	14,042,671	7,022	1,614,907	----
Nails, spikes and horse shoes.....	05	9,381,987	4,691	469,099	----
Iron and steel	08	22,913,262	11,457	1,334,261	----
Railroad iron	03.3	147,322,490	73,662	4,877,020	----
Flint enamel, crocery & glass ware..	12	10,921,591	5,460	1,310,591	----
All other merch'dise	40	147,381,724	73,691	58,952,690	70,826,901

Total Merchandise, tons..190,459 Tot'l val\$70,826,901

## OTHER ARTICLES.

Live cattle, hogs and sheep, lbs..	--	----	--	--	----
Stone, lime and clay....	00.2	66,338,689	33,169	132,677	----
Gypsum ....	01	829,025	415	8,290	----
Mineral coal..	00.3	70,627,649	35,314	211,883	----
Copper ore....	--	----	--	--	----
Sundries ----	07	22,729,898	11,365	1,563,093	1,915,943

Other articles, tons..... 80,263 Value...\$1,915,943

Total tons.....380,772 Total val\$77,035,271

The value of the exports by Canal as made up at the Collector's office is .....	\$26,936,707.00
Or an increase over 1853 of .....	4,284,299.00
The amount of tolls collected for the past year aggregate .....	685,315.35
The amount of tolls collected for 1853.....	695,364.71

Showing a decrease this year of \$10,049.36

It must however be borne in mind that, in 1854, there were twenty-two days less of navigation than in 1853. And still farther, we learn from the Collector that the tolls which legitimately belong to the office in this city, reach over \$900,000, or exceed the

amount shown by the books by over \$200,000. The reason for this apparent deficiency is, that in consequence of the stringency of money matters, short clearances only have in several instances been taken out here by boats going through to tide water. By this we mean that our forwarders, for the want of proper bank accommodation at this point, clear their boats for Lockport, Albion, Medina, Jordan and other small towns along the canal; and pay their tolls there for the balance of the trip. While this does not diminish the aggregate amount of tolls to the state, it shows that much more business is done at the office in this city than appears by the amount of tolls collected here.

This expedient was resorted to by our business men as a matter of necessity; but at the same time we believe it to be all wrong and susceptible of improvement. So long as the tolls received at the collector's office in this city are immediately deposited with our principal banks, these banks should provide facilities for the transportation interest so as not to force tolls away from this point. It would seem to be for their own interest that they should do so. Every dollar received for tolls is deposited, and till called for by the state adds so much to our banking capital. This money the banks loan out upon interest, which renders it a matter of considerable importance with them. It would seem to be but common justice that those who pay the tolls should, if they desire to pay interest on the money, have the use of it in preference to others.

On the amount of flour, pork, beef, etc., carried by railroad during the past season from this city the state has lost probably over \$200,000 in tolls.

The value of the imports as made up at the collector's office for 1854.....\$77,035,271  
And for the year 1853.....64,612,102

Showing an increase of \$12,423,169

The whole amount of tonnage delivered in Buffalo in	
1849 was.....	211,047 tons.
1850 was.....	260,923 "
1851 was.....	237,351 "
1852 was.....	337,620 "
1853 was.....	438,786 "
1854 was.....	380,772 "

A decrease in '54, as compared with '53, of 58,014 tons, though still a handsome increase over 1852. Had the canal however been open, as many days in '54 as it was in 1853, the total tonnage for the past year would have been much larger.



The following is a comparative statement of the duration of navigation on the Erie Canal for a period of ten years :

Year.	Opened.	Closed.	Days Open.
1844.....	April 18	November 26.....	223
1845.....	April 15	November 29.....	228
1846.....	April 16	November 25.....	224
1847.....	May 1	December 1.....	214
1848.....	May 1	December 9.....	223
1849.....	May 1	December 5.....	219
1850.....	April 22	December 5.....	228
1851.....	April 15	December 5.....	235
1852.....	April 20	December 15.....	239
1853.....	April 20	December 15.....	239
1854.....	May 1	December 3.....	217

Or 22 days less navigation in '54 than in '53.

The business transacted on the canal, notwithstanding the many drawbacks referred to, presents on the whole a very gratifying result. In the tonnage of those articles of heavy freight, particularly railroad, pig iron, nails, spikes, horse shoes, iron and steel, salt, coal, and merchandise, the receipts show a steady, and, in some articles, almost an incredible increase over the past year. In the articles of molasses and sugar the receipts show a slight decrease; but of these it will be seen that last year a large amount was received from the south, via Louisville, Cincinnati and the Miami canal to Toledo, and by the southern route, via Chicago.

In down freights there has been a falling off in flour, wheat, beef, whisky, etc., which is accounted for by the decrease in lake imports, and a corresponding increase in corn, oats, barley, rye, pork, etc., of which the receipts by lake will show a similar result. The several railroads leading from this city have transported a very large amount of produce during the year, the high prices of these articles in eastern cities creating an anxiety on the part of holders to forward their produce to market by the speediest route.

In 1853, the Forwarding Association of Buffalo transacted a very large proportion of the business done on the canal. The returns for that year show that they transported over 1,075,000 tons, on which they paid canal tolls of over \$1,225,000, or nearly one-third of the entire business of the canal. This association, which numbered sixteen of the principal forwarding houses remained under their organization only a part of the past season, and no annual report was therefore made up. We however learn that the several houses have transacted a much larger amount of business last year than in '53, though the precise amount of tonnage carried each way and the amount

of tolls paid by them we are unable to obtain.

The number of boats run by the several houses referred to, was about 600. There are also about 200 wild boats owned in the city and vicinity which are not connected with any regular line, which in the aggregate are worth over half a million dollars.

Below we give a comparative table showing the quantities of some of the leading articles which have been first cleared from this place during the past three years :

Articles.	1852	1853	1854
Flour, bbls .....	959,114	658,354	288,124
Pork.....	63,708	86,085	123,255
Beef.....	31,073	49,346	26,750
Wheat, bu. ....	4,759,381	4,958,818	2,811,687
Corn.....	4,383,346	3,118,691	9,405,859
Oats.....	2,106,799	1,163,599	4,134,298
Barley.....	370,772	257,233	206,477
Rye.....	98,756	59,727	127,929
Tobacco.....	10,239,580	3,391,133	6,323,050
Whisky, galls .....	2,678,930	1,837,711	990,270
Hemp, lbs.....	1,233,197	676,317	1,910,399
Butter, lbs.....	1,197,829	739,192	341,609
Cheese.....	3,842,894	2,055,737	597,792
Wool.....	4,868,941	4,262,356	2,369,573
Boards and scantling..	48,661,299	61,885,663	59,109,520
Staves lbs.....	83,130,747	76,066,058	120,343,262
Sundries.....	11,561,111	9,056,076	9,057,081

The annexed table will show some of the leading articles ascending the canal, and landed at Buffalo during the past three years—

Articles.	1852.	1853.	1854.
Merchandise.....	121,929,535	147,381,724	132,303,044
Sugar.....	22,356,618	18,875,883	28,912,488
Molasses.....	15,480,124	10,075,455	14,305,967
Coffee.....	9,827,942	14,042,671	4,772,489
Nails, spikes & horse shoes.....	9,827,942	9,381,987	9,824,477
Iron and steel.....	18,669,738	22,913,262	11,794,300
Railway iron.....	144,985,834	147,322,490	123,743,264
Crockery & glassware	12,313,359	10,921,591	11,672,849
Sundries.....	16,128,363	22,729,898	2,502,669

CANAL BOAT BUILDING.—During the past year, the business of canal boat building has been quite brisk, and a very large amount of new tonnage has been turned out. The facilities afforded by our city for carrying on this branch of industry successfully is yearly becoming better known and appreciated. Owing to the severe money pressure that prevails throughout the country, the yards this winter do not present a very animated appearance. Messrs. Bidwell & Banta, ship builders, have constructed two canal tugs of about 200 tons burthen each, during the past summer; one of them we learn did not work satisfactorily in the present state of the canal, though it is confidently believed that when the enlargement shall be completed, this class of vessel will come into general use. These boats were afterwards sold to the Des Moines Navigation Company, and were taken up the lake.

At Van Slycke & Co's yard there were



built, during the year. fifty boats of the enlarged class, which will carry two hundred tons each on the enlarged canal, or one hundred and thirty to thirty-five tons in its present state. These boats will probably average \$2,800 or \$3,000 each, making an aggregate of \$150,000. These gentlemen are now building eight or ten coal boats for the Pennsylvania Coal Company at Erie. Howell & Co., at their yards in this city and Black Rock, have built, during the year, twenty-eight boats of the average value of \$2,600 each, or aggregating \$72,800. This winter they are building only one boat at Black Rock, for S. W. Howell, intended to run between this city and the mills, to carry wheat. They are making preparations to do a large amount of repairing.

Mr. Walbridge built, on one of the slips during 1854, five first class boats.

Mr. McMillen has built two canal boats and two stone scows.

Mr. Jones' yard has not been in operation during the year.

The amount of new tonnage turned out will reach nearly 11,000 tons for the year 1854, of the value of \$225,000.

Trade with Canada.

The trade between Buffalo and the Canadian Province, as will be seen by our tables which we give below, has increased considerably during the past year as compared with previous years. The completion of the Buffalo, Brantford & Goderich Railroad to Paris, has opened to us one of the finest agricultural countries in the world, from which we must each year derive a large and prosperous trade. The merchants along the line of that road have already found out the advantage they must gain by coming to Buffalo to procure their goods, in preference to going to Toronto or Montreal. This fact is made apparent by the large amount of exports of dry goods and groceries from this city to Canada during the past year. It will also be seen under the head of railroads, that the Buffalo & Brantford railroad has brought to our city, during the year, produce of the value of over \$600,000. A small portion of this amount has come over the road from Detroit, but by far the larger amount has been picked up at stations

along the line, and this is an addition to our receipts by lake from Canadian ports.

The ratification of the reciprocity treaty must also increase this trade to a large extent. Last fall our merchants, under the apprehension that that treaty would go into effect before the close of navigation in 1854, purchased largely of flour and grain in Canadian towns. The ratification was however delayed, and the amount brought forward on Buffalo account was not therefore as large as it would have been. After the 10th of November, 1854, for all duties paid at our custom house, receipts were given the owner of the produce, which entitled him to receive back the duties paid after that date, provided the treaty should be concluded and brought into force within six months, it being understood that Congress would enact a law authorizing such a procedure.

The total value of the imports into this district from Canada during the year 1854, was \$442,087, being an increase, as compared with 1853, of \$49,368; and the amount of duties collected on the same, \$99,663 59, or an increase in favor of 1854 of \$14,720 26.

ABSTRACT of Foreign Merchandise imported from Canada, in the District of Buffalo Creek, N. Y., for the year ending December 31, 1854 :

Articles.	Quantity.	Value.	Duties.
Flour.....bbls	400	2,761 87	552 41
Pork.....	7	44 08	8 82
Wheat.....bu	77,319	105,832 58	21,166 51
Barley.....	5,956 1/2	4,559 59	911 91
Horses.....No	45	2,765 48	553 10
Cattle.....	234	1,733 02	346 21
Hogs.....	782	1,349 50	269 96
Sheep.....	94	139 32	27 87
Shorts.....lbs.	10,071	78 52	15 71
China, Glass, etc.....	...	17,078 55	5,123 54
Brandy.....galls.	3,366 1/2	4,032 00	4,032 00
Lumber, ash.....ft.	5,664	43 68	8 74
Lumber, pine, undressed..	27,712,649	160,930 89	32,186 13
Lumber, pine, dressed....	139,568	1,159 35	347 81
White Wood.....	445,591	2,952 23	590 44
Black Walnut.....	267,708	3,325 58	665 11
Square Oak timber....ft.	156,681	9,355 08	1,871 03
Square Pine timber.....	172,105	10,289 69	2,057 95
Oak Plank.....	624,275	6,210 44	1,242 09
Saw Logs.....ft.	9,975,665	22,602 88	6,780 98
Staves.....	5,572	60 48	12 10
Shingles.....	763,000	1,096 17	328 89
Chestnuts.....bbls.	..	74 83	22 45
Green Fruit.....	..	839 00	30 50
Lath.....No.	1,078,800	2,521 61	167 80
Railroad Ties.....	16,669	64 88	756 49
Last Blocks.....	2,410	20 45	19 49
Ship Knees.....	38	28 70	6 14
Hoops.....	14,000	39 88	8 61
Poles.....	262	23,481 02	11 96
Pig Iron.....tons.	1,118	1,212 53	7,044 28
Scrap Iron.....lbs.	229,125	564 86	363 72
Peas.....bu.	776	8 45	112 99
Buckwheat.....lbs	412	175 28	1 68
Oatmeal.....	..	25 11	33 06
Buckwheat.....bu.	49	165 38	5 02
Potatoes.....	1,686	733 85	219 9



Articles.	Quantity.	Value.	Duties.	ARTICLES.	QUANTITY.	VALUE.
Steele.....lbs.	300	9 23	2 77	Lard.....	6,695	557
Raw Hides.....No	..	711 90	37 59	Potatoes.....bu.	1,189	827
Dry Hides.....	392	48 69	2 43	Corn.....	69,544	44,051
Furs, skins.....	..	156 27	15 63	Oats.....	4,412	1,838
Sheep Skins.....	20,247	7,887 80	1,577 58	Rye.....	912	310
Nuts.....	35	77 97	23 37	Beans.....	655	715
Scow Boats.....No.	6	1,899 75	599 81	Rice.....tierces	54	1,748
Flour.....bbls.	190	34 62	10 38	Hops.....	..	1,222
Cutlery.....	..	66 00	19 80	Pork.....bbls.	1,617	17,763
Woolen Shirts and Drawers	..	128 00	25 60	Beef.....	54	609
Woolen Jackets.....cases.	2	242 00	66 60	Hides.....No.	256	870
Wool.....lbs.	3,291	435 90	130 77	Flour.....bbls.	43	368
Flannel.....yds.	8	3 08	00 77	Indian Meal.....	86	417
Shingle Bolts.....cords.	41	61 50	18 45	Biscuit.....	55	231
Wagons.....No.	7	220 38	66 12	Fish, smoked and dried.....lbs.	8,541	332
Mill Feed.....lbs.	277,500	1,493 74	295 36	Fish, smoked and dried.....quintals.	48	209
Rags.....	68,226	1,348 00	66 46	Fish, pickled.....bbls.	130	1,257
Ploughs.....No.	3	79 95	23 99	Horses.....No.	38	2,319
Woolens.....bales.	3	636 00	190 80	Cattle.....	19	518
Woolen, manufactured, yds.	306½	32 29	9 69	Salt.....bbls.	1,587	3,024
Cotton, manufactured....	371	151 46	37 87	Vinegar.....	45	250
Flour.....bbls.	180	34 60	10 38	Whisky.....gall.	8,322	2,093
Knitted Jackets.....cases.	5	683 00	204 90	Spirits from grain.....	46,007	12,720
Butter.....lbs.	8,855¼	1,162 34	232 45	Molasses.....	7,575	3,599
Eggs.....doz.	148	14 34	2 86	Whalebone.....lbs.	151	73
Old Copper.....lbs.	880	161 41	8 08	Wood, manufacture of.....	..	82,944
Straw.....	..	7 18	1 44	Skins and Furs.....	..	1,104
Hay.....	..	9 74	1 95	Skins, tanned.....	..	135
Cider.....bbls.	10	16 92	3 38	Cheese.....lbs.	25,818	2,007
Fish, fresh.....	..	23 07	4 62	Apples, dried.....	94	752
Beeswax.....lbs.	500	76 88	15 38	Candles, tallow.....	29,511	3,138
Feathers.....lbs.	17	8 72	2 18	Candles, adamantine.....	22,890	2,587
Gin.....galls.	207	80 00	80 00	Candles, sperm.....	2,490	748
Poultry.....	..	5,367 00	10 72	Fur Hats.....	..	4,874
Crockery.....	..	3,172 65	951 79	Saddlery.....	..	6,988
Plaster Paris, ground .tons.	60½	28 19	8 46	Household Furniture.....	..	59,942
Grease.....lbs.	120	3 69	00 74	Tobacco.....lbs.	29,888	6,054
Wine.....hhds.	24	376 00	150 40	Brown Sugar.....	27,386	2,015
Sundries, including articles not enumerated above, such as Sugar, Honey, Apple Sauce, etc. ....	..	475 32	91 42	Soap.....	52,096	2,946
Total.....1854.....	..	442,087 26	99,663 59	Tar and Pitch.....bbls.	142	675
Total.....1853.....	..	392,719 00	84,943 33	Rosin and Turpentine.....	60	1,635
Increase.....	..	49,368 26	14,720 26	Drugs and Medicines.....	..	14,256
				Snuff.....lbs.	301	51
				Leather.....	29,717	5,934
				Nails.....	31,600	1,422
				Iron Manufactures.....	..	367,273
				Iron Castings.....	..	3,767
				Iron Bars.....	16,390	549
				Hardware.....	..	23,668
				Copper and Brass Manufactures..	..	13,928
				Gun Powder.....lbs.	9,890	2,125
				Lead.....	5,360	373
				Lead, white.....	11,081	800
				Oakum.....	..	789
				Paint and Varnish.....	19,810	1,554
				Rope and Cordage.....	21,794	2,668
				Ale.....	23	151
				Dry Goods.....	..	77,249
				Groceries.....	..	40,195
				Crockery.....	..	175
				Earthen and Stoneware.....	..	2,735
				Glassware.....	..	9,175
				Glass.....boxes.	500	610
				Coaches and Carriages.....	18	9,153
				Trunks.....	26	100
				Bags, flax and hemp.....	356	86
				Paper and other Stationery.....	..	7,077
				Wearing Apparel.....	..	3,720
				Boots and Shoes.....	19,898	35,121
				Brick.....	8,000	48
				Cement and Lime.....	..	615
				Coal.....tons.	665	3,977
				Brooms.....doz.	335	916
				Broom Corn.....	..	1,180
				Oil Cloth.....	..	399
				Oysters.....	..	304
				Carpeting.....yds.	1,267	1,194
				Cottons, printed and colored....	44,377	4,149
				Cottons, white.....	42,286	2,877
				Books and Maps.....	..	27,133
				Umbrellas.....doz.	3	38
				Woolen Cloth.....yrds.	806	409
				Oil Cloth.....	415	399
				Musical Instruments.....	..	10,335
				Morrocco and other Leather.....	..	1,522

Abstract of Foreign Merchandise exported from the District of Buffalo Creek, N. Y., to Canada, during the year ending December 31, 1854:

ARTICLES.	QUANTITY.	VALUE.
Coffee.....lbs.	67,581	\$6,897
Tea.....	92,008	71,074
Raisins.....	8,427	888
Pepper.....	9,081	902
Tin Plate.....boxes.	216	2,313
Toys.....	..	617
Crockery and China.....	..	9,498
Currants.....lbs.	4,071	407
Lemons.....boxes.	4	20
Spice.....lbs.	4,247	426
Nuts.....	14,076	1,322
Cassia.....	751	188
Ginger.....	2,136	216
Prunes.....	649	65
Almonds.....	1,464	142
Figs.....	1,210	127
Hardware.....	..	1,735
Cloves.....	305	87
Sugar, refined.....	116,369	7,951
Oranges.....boxes.	15	75
Medicines.....	..	361

Total Foreign Merchandise exported.....\$105,301

Abstract of Domestic Produce and Manufactures exported from the District of Buffalo Creek, N. Y., to Canada, during the year ending December 31, 1854:

ARTICLES.	QUANTITY.	VALUE.
Oil, whale and other fish.....gall.	12,294	\$12,273
Oil, linseed.....	898	882
Tallow.....lbs.	28,210	1,965
Hams and Bacon.....	64,000	5,256



ARTICLES.	QUANTITY.	VALUE.
Tin Ware .....		2,187
Starch .....	lbs. 1,000	80
Marble and Stone .....		11,396
All other Manufactured Articles .....		750
All other Raw Articles .....		3,950
Sundries .....		41,701

Total Domestic Produce and Manufactures exp'd. \$1,046,903  
Total Foreign Merchandise exported..... 105,301

Total Value of Exports for 1854..... 1,152,204  
Total Value of Exports for 1853..... 992,406

Increase in favor of 1854..... \$159,798

Statement of Goods and Produce imported from Canada into the District of Buffalo Creek, for warehousing and for transportation in bond to other Districts, during the year ending December 31, 1854, with the value at this port:

ARTICLES.	QUANTITY.	VALUE.
Flour .....	bbls. 34,479	\$275,832
Corn Meal .....	480	1,920
Wheat .....	bu. 76,826	126,762
Barley .....	4,774	5,490
Lumber .....	ft. 248,110	4,962
Iron, Scotch pigs .....	tons. 673½	26,940
Ashes .....	casks. 20	560
Butter .....	lbs. 5,200	988
Furs, Skins .....	No. 21,702	2,170
Shipstuffs .....	tons. 44	880
Hops .....	bales. 20	1,600

Total Value..... \$448,104

Statement of Goods transferred from warehouses in other Districts, and principally from New York and Boston, to this port, for warehousing and for export to Canada, during the year 1854:

ARTICLES.	QUANTITY.	VALUE.
Sugar .....	hhds and tes. 1,315	\$43,925
Molasses .....	bbls. 14	197
Brandy .....	pipes and puncheons. ---	4,098
Gin .....	---	182
Wine .....	---	1,240
Whiskey .....	---	216
Rum .....	---	29
Hides .....	No. 3,800	15,496
Dry goods, Groceries, Hardware, etc. ....	---	154,477

Total Value..... \$223,860

Statement of Free Goods imported into the District of Buffalo Creek, from Canada, during the year 1854:

ARTICLES.	QUANTITY.	VALUE.
Copper Ore .....	tons. 1,346¼	\$96,259
Personal Property .....	---	33,200
Cattle for Breeding .....	No. 9	360
Sheep, do .....	32	224
Garden Seeds .....	---	140
Grass Seed .....	bu. 1,273	2,313
Junk .....	---	175

Total Value..... \$132,671

The annual Duties collected at Buffalo, for a series of years, are as follows:

1845.....	\$12,047 49	1850.....	\$67,649 95
1846.....	12,389 78	1851.....	92,357 69
1847.....	24,361 78	1852.....	69,723 74
1848.....	24,236 30	1853.....	84,943 33
1849.....	46,939 86	1854.....	99,663 59

The value of the exports to Canada, from the District of Buffalo Creek, for the year 1854, as appears by the books of the Custom House, is \$1,152,204, or an increase over 1853, of \$159,798.

### Railroads.

There are few cities in the United States that command a more favorable commercial position, than does the city of Buffalo.—

Occupying the best and safest business point on the great chain of Northern Lakes, accessible by all manner of craft, freighted with the immense products of the region of country tributary to lake commerce, connected east with the cities of the Atlantic, by the Erie Canal and the several lines of railroad already constructed, it is not strange that the eyes of commercial men and of capitalists should have fixed upon Buffalo as one of the great important business points on the Lakes, nor that in comparatively a few years she should have risen, as if by magic, from a small Lake shore village to a large commercial city.

Buffalo, already the termini of numerous railroads leading east to the seaboard, and the gateway to the boundless regions of the West, with a population of over 80,000, and real and personal estate assessed to the amount of over \$32,000,000, is only in the infancy of her future greatness.— Her march is onward, to a much higher grade among the cities of the Union than her present position entitles her, though that is by no means an insignificant one.

There are now running into this city some seventy-five trains a day upon the—

Buffalo and New York City Road.

Buffalo and Erie do.

New York Central do.

Buffalo, Brantford and Goderich Road.

Buffalo, Lockport and Rochester do.

Buffalo and Niagara Falls do.

Great Western do.

When the Buffalo, Corning and New York Road is finished into the city, and the Buffalo and Pittsburg completed, which will be at an early day, over *one hundred* trains of passenger and freight cars will arrive and depart from this city daily.

New avenues of trade and travel are constantly opening. The opening of the Sunbury and Erie Railroad, from Milton, in Northumberland county, to Williamsport, in Lycoming county, Pennsylvania, which took place on the 18th of December last, completed the chain of railroads uniting Philadelphia with Buffalo. The distance between this city and Philadelphia, by a continuous line of railroad, is 419 miles, while by the route via New York, it is 558 miles. This is an important matter to



the mercantile community of this city, and we doubt not but that our merchants will avail themselves of the advantages which are here offered them of trading with that city. The distances by this new route are as follows: From Buffalo to Hornellsville, 91 miles; Hornellsville to Elmira, 58 miles; Elmira to Philadelphia, via Williamsport and Milton, 270; total, 419 miles. This direct line to Philadelphia will soon bring additional business for our transaction, and swell the increase of our revenue.

#### New York Central Railroad.

This road is in a very prosperous condition, and has done an immense passenger and freight business during the year. Owing to the high prices that have so generally prevailed throughout the season, holders of every description of produce were anxious to get their property to market as early as possible, and the several roads leading eastward had more freight in their depots than they were able at all times to transport.—For several weeks, prior to the close of navigation, the Central Railroad had consigned to it the greater portion of the rolling freight received by lake, and although the road was carrying off 3,000 bbls. of flour, beef, pork, etc., per day, they were unable to keep any portion of their large depot clear; and when navigation closed, there were over 50,000 bbls. of flour and provisions piled up in and around the depot.

THE following table will show the leading articles carried by the New York Central Railroad, from this city to Rochester, Albany, and New York, during the year ending September 30th, 1854, and the value of the same:

Flour	bbls.	260,195	\$ 2,081,560
Pork		9,593	124,709
Beef		18,731	234,137
Ashes		525	14,700
Whisky		1,625	19,500
Wool	bales	19,515	1,170,900
Cattle	No.	55,000	4,125,000
Horses		989	98,900
Sheep		6,231	18,693
Hogs, live		82,550	990,600
Hogs, dressed		2,215	31,010
Hides		62,325	249,300
Wheat	bu.	100,826	166,362
Corn		29,939	19,460
Oats		5,391	2,264
Barley		554	635
Rye		1,917	1,917
Butter	lbs	4,656,423	703,463
Cheese		1,688,343	151,950
Bacon		1,095,235	98,571
Other articles			2,500,000
Total value			\$12,803,631

The amount of up freight received at this point is estimated at 70,000 tons, principally dry goods, groceries, and general merchandise, and is valued at \$25,000,000.

We have for the past three or four years been permitted to use the freight books of the Central Railroad, in making up our yearly statement of produce carried from this city by that road, from January to January. This year, however, we have only been allowed to use the books up to the 30th of September, and the result is the above table. This statement, while it shows the amount of freight carried for twelve months, does not by any means give the quantity transported for the year 1854.—During the months of October, November and December of that year, this road carried nearly three times as much freight as during the same months of 1853. If, for instance, we take the quantity of flour received by lake, and by the State Line and Buffalo and Brantford Railroads, and add to that the amount manufactured by our mills, and deduct from that total the quantity sent forward by the canal, by the river to Tonawanda, and by the Buffalo & New York City and Niagara Falls Railroads, and estimate the amount consumed in Buffalo, the balance must have gone forward by the Central Railroad; and it will foot up nearly 350,000 bbls. for the year 1854, or an increase over 1853 of 150,000 bbls. There is also a proportionate increase in the shipments of all other articles of freight by that road for the year.

The annual report of the road to the State Engineer, for the year ending September 30th, 1854, gives the following amount of freight in tons transported by the road:

The product of the forest	45,530
The product of animals	115,417
Vegetable food	156,204
Other agricultural products	10,935
Manufacturers	52,244
Merchandise	94,643
Other articles	74,832
Total	549,805

	Passenger transp'tion.	Freight transp'tion.
Expenses of operating the road	\$904,321 58	\$684,990 32
Expenses of maintaining road	535,847 95	303,780 79
Expenses of repairing machin'y.	347,692 60	311,398 99

#### EARNINGS:

From passengers	\$3,151,513 89
From freight	2,479,820 66
From other sources	286,999 95
Total	\$5,918,334 50

#### PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses	3,088,041 23
For interest	\$656,513 10
For sinking fund for debt certificates, (premium bonds)	111,059 59
For dividends	767,572 69
Total	\$1,125,595 75



This road paid their dividends of August and February, 4 per cent each, on the 1st of February, 1855, in 7 per cent bonds.—The interest on the August dividends was paid in cash.

We also gather the following from the same report:

Capital stock .....	\$23,085,600 00
Amount paid in as by last report .....	22,218,983 81
Total amount now paid in of Capital Stock ..	23,067,415 00
Amount of Capital Stock still unpaid .....	18,185 00
Funded debt, as by last report .....	11,564,033 62
Total amount now, of funded debt .....	11,947,121 04
Total amount now, of funded and floating debt: The whole amount of these acceptances outstanding on 30th September, 1854, was .....	110,700 00
Which has been reduced before the verification of this report to .....	78,600 00
Average rate per annum of interest on funded debt, 6 67-1000 $\frac{1}{1000}$ ct.	
Length of road laid: Albany to Buffalo direct .....	Miles. 297 $\frac{3}{4}$
Length of double track, including sidings .....	276 $\frac{3}{4}$
No. of engines .....	175
Rated as } Passenger, 1st class, 187; do. 2d and 8-wheel } emigrant, 55 .....	242
cars. } Baggage, etc., 65; freight, 1702 .....	1767

The Central Road have had built, during the past season, one of the largest freight depots in the United States. It fronts 600 feet on Ohio street, and 420 feet on the dock, with a depth at the west end of 175 feet, and at the east end, of 163 feet, covering two acres of ground. It is a substantial brick structure, the roof being supported by pine pillars. Opening upon the dock are eleven large doors for the receipt and transmission of freight, and on Ohio street, thirteen, where also is the main entrance into which lead three railway tracks. One track runs directly through the building to the dock, to a turn-table from which run tracks in either direction to the City Elevator, which also belongs to the company, and to Fish's Elevator, east of the depot. The location of this depot is a very favorable one, and large as are the dimensions of the building, it has already been shown by the amount of freight stored last fall, when not only the building, but the docks were completely filled with produce, that the Central Company have not over-estimated the commercial business of our city, in thus largely providing for its demands.

#### Buffalo and New York City Railroad.

This is the natural route from Buffalo to New York city. It is really the most direct and comfortable, and equally expeditious with any other in the transmission of passengers and freight, between the two

points. The opinion is rapidly gaining ground, that the natural terminus of the New York and Erie Railroad, on the Lakes, is at Buffalo, and not at Dunkirk; and that sooner or later, that terminus must be abandoned in favor of Buffalo. The comparative size and importance of the two places, the relative merits of the harbors, the different class of vessels that ply to the two ports, and the general course of the great Western trade, seem strongly to sustain these views; and in connection with this it is a fact worthy of notice, that the distance from Hornellsville, over the Buffalo and New York City Railroad, via Buffalo to Dunkirk, is the same, with the difference of four miles, as that from Hornellsville direct to Dunkirk, over the Erie Railroad. A due regard for their own interests, must finally induce the New York and Erie Railroad Company to make their Western terminus at Buffalo, and then there can be no doubt of the ultimate prosperity of the Buffalo and New York City Railroad.—There is no other connection between Buffalo and the New York and Erie Railroad, that can at all compete with it; and regarded as an indispensable link in the chain of communication between Buffalo and New York, by the way of the latter road, its importance at once becomes manifest. The distance by this route from the Lake to New York, is shorter by twenty-one miles than any other, and that with the difference of gauge, the picturesque character of the country, and the great freighting interests of the Southern tier of counties, must always give it a great share of business.

This road, during the early part of the year, and in fact since its completion, has labored under serious financial embarrassment, and the great error of the managers seems to have been in the attempt to build, equip and conduct the work on too small a stock basis. From a report made by a committee who were appointed to examine into the affairs of the road, we learn that the Company have expended the sum of \$3,552,035; of which is capital stock, \$798,400; debt, funded and floating, \$2,753,635. Total cost, \$3,552,638. To represent this, they have a road ninety-one miles in length, from Buffalo to Hornellsville, where it connects with the New York



and Erie Railroad, at a point 332 miles from New York; a large amount of real estate in the heart of Buffalo, and admirably situated for purposes of business, represented as worth not less than \$400,000, and a very complete rolling stock and equipment, consisting of 16 locomotives, 16 passenger cars, 138 freight, 70 gravel, 15 hand, four baggage, four emigrant, and two mail cars.

The terminus of the Road, which is near the heart of the city, its convenient and capacious machine shop, the size and location of its freight depot, a large brick building covering over an acre of ground, situated on Buffalo Creek, in an excellent situation for the purpose, all put the Road in a condition to do a very large amount of business.

The Road was leased to Mr. Patchin, its former President, early in the season of 1854, and has remained under his management and control up to the present time. During the year the Road has done a very large and paying business in the transportation of freight, as will appear by the tables which we give below.

The following table will show a few of the principal articles of produce carried by the Buffalo and New York City Railroad, from this city, during the year 1854:

Flour	bbls.	138,420	\$1,107,230
Pork		3,674	47,762
Beef		9,972	117,144
Ashes		1,466	41,076
Whisky		5,231	62,772
Seeds		4,442	66,630
Butter	lbs.	642,389	96,358
Bacon		1,652,302	148,707
Cheese		153,952	13,855
Lard		335,661	30,209
Grease		117,300	8,211
Tallow		25,963	2,336
Horses	No.	330	33,000
Cattle		2,856	214,200
Hogs		43,526	522,322
Sheep		13,134	39,402
Wool	bales.	1,508	90,480
Hides	No.	5,251	21,004
Leather	rolls.	612	15,300
Wheat	bu.	13,828	22,816
Corn		20,192	12,124
Other articles			500,000
Total value			\$3,301,904

The amount of freight, in tons, transported to and from all stations on the Road, for the year ending 30th September, 1854, is as follows:

Product of the Forest	1,570
Product of Animals	9,785
Vegetable Food	123
All other Agricultural Products	20,864
Manufactures	7,100
Merchandise	10,344
Other articles	2,162
Total tons	51,948

## EXPENDITURES:

Expenses of maintaining Road	\$ 45,329 80
Expenses of Machinery	39,585 37
Expenses of operating Road	107,825 67
Total expenses	\$192,740 84

## EARNINGS:

From passengers	\$128,943 02
From freight	116,853 20
From other sources	8,974 11
Total earnings	\$254,770 33
Balance	62,029 49

## Buffalo &amp; Erie Railroad.

This road which is better known as the State Line Railroad, is one of the best paying roads in the country. Notwithstanding, the difficulties and obstructions the road has had to encounter from the people of Erie, in their opposition to a change of guage at Erie and Harbor Creek, which would have saved the company a large sum annually which had to be paid in unloading and loading their freight cars at those points, and permit trains to run through direct without delay or detention, the road has done a very large and prosperous business during the year.

From the annual report to the State Engineer, we gather the following:

Expenses of maintaining Road	\$ 71,111 93
of repairs of Machinery	24,259 26
of operating Road	147,392 71
Total	\$242,763 90
Earnings from Passengers	\$332,992 33
from Freight	160,950 91
from other sources	13,674 82
Total earnings	\$507,618 06
Showing a balance of	\$264,354 16
Payments other than for construction:	
For Transportation expenses	\$242,763 90
Interest	61,090 80
Dividends	120,000 00
Total	\$423,854 70

STATEMENT showing the principal articles of Produce brought to this city by the Buffalo and Erie Railroad during the years 1853 and 1854, with the value of that transported for 1854:

	1853.	1854.	Value, 1854
Flour	bbls. 156	10,724	\$91,154
Pork	198	2,081	27,053
Beef	89	552	6,900
Whisky	171	4,785	37,420
Seeds	5,828	15,577	155,770
Ashes	103	69	1,932
Eggs	1,370	2,488	24,880
Cattle	No. 13,482	43,210	3,240,750
Horses	423	353	35,300
Sheep	4,482	11,600	34,800
Hogs, live	26,640	83,280	999,360
Hogs, dressed	7,003	6,031	90,465
Butter	lbs. 1,151,700	769,700	145,455
Cheese	71,900	441,844	39,765
Bacon	77,000	320,120	28,810
Lard	99,400	411,200	41,120
Tallow	46,800	642,600	64,260
Grease		157,300	12,581
Wool	bles. 1,294	4,498	269,880



	1853.	1854.	Value, 1854.
Pelts.....	1,848	2,351	58,775
Hemp.....	262	60	1,500
Flax.....	50	198	2,970
Deer Skins.....		789	39,450
Leather.....rolls	1,785	2,772	69,300
Hides.....No.	964	3,777	15,108
Iron.....tons	200	47	1,880
Tobacco.....hhds.	21	83	5,810
Tobacco.....boxes	97	106	3,180
Lumber.....feet		5630,000	140,750
Staves.....No		125,000	4,375
Shingles.....bunches		3,724	13,069
Lath.....M		101,000	202
Oil.....bbls		688	30,080
Dried Fruit.....		2,381	11,905
Apples.....		3,093	3,843
Fish.....		15	105
Beans.....		297	742
Sugar.....hhds		23	1,725
Broom Corn.....bales		241	2,692
Furs.....		60	9,000
Rags.....sacks		2,329	23,290
Candles.....boxes		1,609	8,045
Glassware.....		854	5,124
Paper.....bundles		7,983	79,830
Potatoes.....bu		31,351	23,512
Feathers.....bags		278	2,502
Feed.....bu		3,016	1,500
Sundries.....packages			500,000
Total value for 1854.....			\$6,397,923
Total value for 1853.....			2,234,273
Increase for 1854.....			\$4,163,650

There is probably no statement or exhibit that the Buffalo and Erie Railroad could lay before the public, that would tell more in favor of that Road, and show its importance to Buffalo—the great advantages it possesses for the transportation of freight, and of its excellent management, than the table which we give above. Just compare the two columns for 1853 and '54, and see what an enormous increase there is in the receipts of Live Stock, Flour, Pork, Whisky and Provisions, in favor of the past year—an increase in the value of over \$4,000,000. And yet this large amount might have been increased another million of dollars, but for the disturbances which occurred at Erie and Harbor Creek, in January and December, of 1854,—two months in which more freight is offered for transportation than any other months in the year. This road has brought down a very large amount of iron manufactures, such as shovels, hoes, scythes, snathes, bar and bundle iron, from Pittsburgh, Cincinnati and other Western cities, and wooden manufactures in large quantities, from Ohio, Pennsylvania and the western part of our own state; which with other articles, “too numerous to mention,” we have included in sundries, and put them down at \$500,000, which we are inclined to believe, is considerably under their real value. In November, the

cars of the Bellefontaine and Indianapolis, and other Western Railroads of the same gauge of the Buffalo and Erie, commenced running through to Buffalo, loaded with live stock and rolling freight from towns in Ohio and Indiana, and were again loaded at this point with freight destined for the same places.

During the year, this road has had built a large and commodious Freight Depot, for the better accommodation of their immense freighting business. The building is located on the corner of Louisiana street and the Hamburg Canal, is of brick, handsomely designed, and 400 feet in length by 50 feet in width, with dockage room on the canal of 600 feet. Two tracks, for loading and unloading of cars, approach it on each side, affording abundant facilities for disposing of almost any amount of freight.

THE following will show the amount of freight transported over the Buffalo and Erie Railroad, to and from all stations, during the year ending September 30th, 1854:

Products of the Forest.....lbs.	9,140,447
Products of Animals.....	73,250,879
Vegetable Food.....	7,592,670
All other Agricultural Products.....	871,360
Manufactures.....	8,980,238
Merchandise.....	15,042,699
Miscellaneous.....	32,891,662
Total.....	147,769,955

Of this amount about two thirds have been received and shipped from this point, and the other third would be the share for all other stations.

#### Buffalo, Corning and New York Railroad.

This Road was completed from Corning to Batavia, and opened for business early in 1854. The Road was graded from this city to Batavia, several months since, and the masonry and bridges finished, and ties for the whole distance, on the ground, but owing to the condition of the money market, this portion of the Road has not yet been completed. Several meetings of the Directors have been held within a few weeks, and active measures are being taken to procure iron for this portion of the Road, and confidence is expressed that the line will be in running order from this city to Corning, during the coming summer.—The country from Buffalo to Corning is very fine. The soil is good, and the land is, much of it, broken and rolling. Saw mills are abundant and lumber appears to be the great product of the country. This Road will open a new region to our citi-



zens and business men, and promises not only an outlet to our manufactures, but a good and growing country for trade and general intercourse.

#### **Buffalo & Niagara Falls Railroad.**

This road forms a part of the New York Central Railroad, and runs from this city to the Falls. During the summer season it does an enormous passenger business. The freight transported over this road is principally merchandise, destined for points along the road and for Canada. The track and passenger depot of this road are used by the Buffalo, Brantford & Goderich Railroad from this city to Black Rock, and by the Great Western Railroad to the Suspension Bridge, and by the Buffalo, Lockport & Rochester Railroad to Tonawanda, where that road switches off. The amount of freight transported by the Niagara Falls Railroad is included in the amount of freight transported by the Central Railroad as reported to the State Engineer.

#### **Buffalo, Lockport & Rochester Railroad.**

This road also forms part of the New York Central Railroad, and its traffic is included in the annual report to the State Engineer, which will be found in another column. The road was opened through to Rochester in the spring of 1853, and transacts annually a large local passenger and freight business.

#### **Buffalo, Brantford and Goderich Railroad.**

This road was opened for travel from this city to Brantford, on the 13th of January, 1854, and the connection made with the Great Western Railroad at Paris, 80 miles from Buffalo, early in February following, forming an important link in the through route from Buffalo to Detroit, and bringing these two cities within eight hours' journey of each other. Another important connection will shortly be made with the Grand Trunk Railroad, at Stratford, 32 miles from Paris, or 112 miles from Buffalo. This constitutes another through route from Buffalo to Port Sarnia, at the foot of Lake Huron, which will be run in connection with a line through Northern Michigan. The want of funds has retarded the completion of a greater portion of the road, and it is to be regretted that the progress of the work on

a railway possessing so many advantages for through traffic, and stretching as it does from Buffalo to Lake Huron, a distance of 160 miles, through the middle of one of the finest agricultural countries on this continent, should thus be delayed. From a Report recently made by the Superintendent of the road, we learn that the cost of the road, when completed, including rolling stock, will be in round figures, \$4,000,000. Of this amount, \$2,470,933 has already been expended, and \$612,581 has been obtained, leaving a balance still to be provided, to complete the work, of \$792,523, a sum which should be immediately raised, and the work pushed forward to a speedy completion. Since the commencement of the road, land between Fort Erie and Goderich has doubled in value, and population and wealth have increased rapidly under its stimulating influence. Goderich, on Lake Huron, the Western terminus of this line, will soon become a place of great importance. Immediately upon the completion of the railroad, lines of propellers and steamers will be established, to run in connection with it, to other ports on Lake Huron, and the Lakes West. The ship canal at Sault Ste Marie, connecting Lakes Huron and Superior, will be opened next spring, and when the Buffalo and Goderich Railroad shall be completed, and run in connection with steamers from the latter place to the inviting country on the shores of Lake Superior, vast multitudes will resort to that region on business and pleasure. The difference in distance between Buffalo and Lake Superior, is 240 miles less by the Buffalo, Brantford and Goderich Railroad than by the Lake route. It is quite evident, therefore, that this must become a popular route, and in time will be the great through route from Buffalo to Minnesota, and cannot fail to do an immense business. The contract with the builders of the road specified that the work was to be completed and the line opened for traffic by the middle of June, 1855; but the work has been so much retarded in its progress for want of funds, as to render it doubtful whether it can be completed before the summer of 1856. The present equipment of the road, in rolling stock, consists of ten locomotives, twelve



passenger cars, four mail and baggage, twenty-six freight, thirty-two platform, five repair and thirty hand cars.

## ESTIMATE FROM BUFFALO TO PARIS.

Engineering .....	\$ 37,000
Right of way, land damages and fencing.	80,000
Masonry, Grading and Bridges.....	660,000
Ties, laying track and ballasting, including cattle guards and road crossing.	200,000
Iron rail and expenses.....	515,000
Chairs and spikes.....	50,000
Buildings and fixtures.....	115,000
Locomotive and cars.....	260,000
Tools and machinery.....	18,000
Docking at Fort Erie.....	15,000
Ferry Boat and Ferry.....	40,000
Right of way from Buffalo to Black Rock	10,000
	<hr/> \$2,000,000

## ESTIMATE FROM PARIS TO GODERICH.

Engineering .....	60,000
Right of way, land damages, and fencing	80,000
Masonry, Grading and Bridges, as per contract, including ties.....	550,000
Farm Bridges, and extra Masonry, etc., not included in contract.....	75,000
Laying track and Ballasting, incl. cattle guards, etc.....	175,000
Iron rails and expenses.....	490,000
Chairs and spikes.....	50,000
Buildings and fixtures.....	75,000
Locomotives and cars.....	300,000
Tools and machinery.....	20,000
Docking at Goderich.....	25,000
	<hr/> \$1,900,000

The statement which we give below, of the produce brought to this city by this road, shows a very gratifying result, and we have not the least doubt but that the returns for 1855 will show a much larger amount.

The following table will show the quantity and value of produce brought to this city, by the Buffalo, Brantford and Goderich Railroad, for the year ending January 26th, 1855 :

ARTICLES.	QUANTITY.	VALUE.
Flour, bbls.....	32,149	\$257,192
Wheat, bu.....	75,894	118,225
Barley, bu.....	3,065	3,524
Oats, bu.....	45	18
Lumber, ft.....	750,000	18,750
Shingles, bunches.....	930	2,790
Lath.....	7,000	14
Horses, No.....	16	1,600
Cattle, No.....	499	39,920
Hogs, live.....	5,460	54,600
Hogs, dressed.....	2,323	54,840
Sheep.....	1,972	5,916
Oat Meal, bbls.....	30	150
Ashes, casks.....	41	1,025
Wool, bls.....	71	5,680
Rags, sacks.....	116	5,680
Pelts, bundles.....	35	700
Skins, ".....	195	9,750
Seed, bbls.....	339	4,068
Butter, lbs.....	4,700	655
Lard, lbs.....	400	32
Bacon, lbs.....	42,000	3,780
Hides, No.....	1,466	4,398
Leather, rolls.....	8	200
Potatoes, bu.....	1,476	1,107
Hops, bls.....	20	1,200
Shorts, bags.....	317	15,850
Fish, bbls.....	29	113
Peas, bu.....	444	222
Scrap Iron, bbls.....	415	4,150
Total Value.....		<hr/> \$601,049

## The Buffalo and Pittsburg Rail Road.

The speedy completion of this road is a matter of great importance to the city of Buffalo—next to the Erie Canal. It is intended to connect with a road leading to Pittsburg, forming the most direct routes to that city and the upper valley of the Ohio. It is also intended to connect with the Sunbury and Erie road leading to Philadelphia, making the shortest route to that city, Baltimore and Washington; and while it will afford us increased facilities for intercourse with those and other important points, it will at the same time afford us that which is of still greater consequence, viz: an abundant supply of a superior quality of Bituminous coal, besides opening to our market the vast Lumber regions of McKean and other counties of western Pennsylvania. The line of this road is southerly from the city of Buffalo to the State line, in the valley of the Tunaugnant Creek, passing through the villages of East and West Aurora, Wales, Holland, Protection, Yorkshire, Machias, Ellicottville, &c.—one of the most beautiful and fruitful portions of Western New York. At the State line it will connect with the Lafayette Rail Road, running off southerly to the connections spoken of above. Ninety miles from the city, by the line of those roads, we strike the Lafayette coal beds, described by Professor Hall as being of large extent, and yielding Bituminous and Cannel coal of a superior quality. The gradients of these roads are generally descending toward the city, thus affording the greatest possible facility for transporting the coal at the least possible cost. The great object in the construction of the B. and P. Rail Road is the coal, the lumber, and the trade which it will bring to this city. We are now paying \$7.50 per ton for Bituminous coal, which it is said is inferior in quality to the Lafayette coal. It is estimated by Prof. Hall, Mr. Allen, the President, and Mr. Blackwell, the Chief Engineer of this road, that by it coal can be supplied to this city, from those mines, at a price not exceeding \$3 per ton, at the outside, and probably for \$2.50, thus saving from \$4.50 to \$5 per ton. The saving to the city, in one year, on the amount of coal now used here, (estimated at 150,000 tons,) would be



nearly equal to one-half the cost of the road; add to this some five or six hundred thousand tons, which would be required to supply the demand when it can be sold here for \$3 per ton, and some idea may be formed of the importance of this road to the city. There are other objects, also, which of themselves are of great consequence, but which in the overshadowing one of coal, we are apt to lose sight of.— A correspondent of one of our cotemporaries, in a communication some days since, estimates the amount of pine lumber annually manufactured along the line of this road, and within a range of 60 to 80 miles from this city, at twenty millions of feet, besides two millions of shingles. "The Union," published at Ellicottville, says, "This estimate is entirely too low. We have single mills that manufacture nearly as much lumber and shingles as this writer estimates to be the whole product. There are some twelve or fifteen mills in operation that the editor knows of, which manufacture some 20,000 feet of lumber per day. That will give some idea of the lumber business to be reached and accommodated by the Buffalo and Pittsburg Rail Road." Without going into figures to set down the millions of feet of boards, and the almost countless bunches of shingles which are manufactured every year along the line, and which will, as a matter of course, seek this market, we may say with perfect propriety, that there is all and more than can be transported by one Rail Road. It is, perhaps, not a matter of surprise, that as the money market has been for the last few months, this work has been stopped temporarily for want of means. It was doubtless a prudential measure on the part of the directors, but it will be a marvel if, when the times shall improve, as they will by and by, the citizens of Buffalo do not see to it that the means are forth coming with which to complete it, at the earliest day possible. We repeat, in our judgment, it is of more consequence to the future prosperity of our city than any other work, the enlargement of the Erie Canal alone excepted. Certain it is that, with the facilities afforded by this road, for furnishing us with superior coal to almost any required extent, at the low price estimated, with the

means we have of obtaining iron ore and other materials for manufacturing, we shall possess advantages in this respect which few cities enjoy.

#### Lake Marine.

There is probably not on the whole chain of Lakes a point better adapted, or having more advantages for carrying on Ship-building successfully, than Buffalo. The facilities here obtained in building every class and description of vessel, are unsurpassed. This fact is made apparent by the large amount of tonnage here annually built, a considerable portion of which is for parties residing in other lake cities. In our city are located a large number of Machine and Boiler shops, and Foundries, where every description of engines and boilers, and all the iron work that is required in the construction and equipment of steamers and propellers, can be made as well and as cheap as at any other point on the lakes, which fact is borne out by the reputation our mechanics have gained abroad by their work, and by the many vessels built by them. The several yards in the city, have been fully engaged during the past year, and a very large amount of new tonnage has been turned out. It will be seen by a table which we give hereafter, that Buffalo has suffered severely by losses of vessels during the year, and particularly last fall by the heavy gales on the lakes. These vessels can not be spared from our trade, and their places will have to be supplied on the opening of navigation. The severe monetary pressure that has so generally prevailed, prevented the owners of these vessels from building during the fall and winter, and consequently there is but very little doing in our ship yards this winter, except in repairing, of which we notice considerable work going on.

The following is a list of the Steamers, Propellers, and Sail Vessels, their tonnage, and by whom built, at this port, during the year 1854:

STEAMERS.	BUILDERS.	TONS.
Western World.....	Jones.....	2,002:00
Plymouth Rock.....	do.....	1,991:13
Total steamers.....		3,993:13
PROPELLERS.		
Toledo.....	Jones.....	589:21
Little Eva.....	Hardison.....	20:00
Oriental.....	Bidwell & Banta.....	950:25
Sun.....	do.....	629:32
Omar Pasha.....	do.....	343:81
Hamilton Morton.....	Collier.....	144:55
William Peck.....	Stewart.....	172:75
Total propellers.....		2,846:04



BARQUES.			
Great West.....	Weeks.....		765:53
Emily J. Røelofson.....	do.....		385:23
Total barques.....			1,150:76
BRIGS.			
Empire State.....	Weeks.....		396:67
SCHOONERS.			
Maple Leaf.....	do.....		299:83
George M. Chapman.....	do.....		318:18
Cairo.....	do.....		355:20
Hurricane.....	do.....		331:87
Arab.....	Laveya.....		204:61
Robert Bruce.....	do.....		312:47
Republic.....	Jones.....		300:70
Nautilus.....	do.....		306:28
Three Bells.....	do.....		305:47
Little Belle.....	do.....		158:14
Energy.....	do.....		292:09
Richard Mott.....	do.....		296:94
Harriet Ross.....	Walsh.....		229:89
Total schooners.....			3,712:02
Total of Steamers.....			3,993:13
Propellers.....			2,846:04
Sail.....			5,259:50
Grand total.....			12,098:67

There is at present, in the several yards in this city, but a small amount of tonnage on the stocks commenced in the fall of 1854. For several winters past, there have generally been two or three large steamers constructed for the different railroad lines. These roads are now pretty well supplied, and this winter there will probably be no steamers built.

At Messrs. Bidwell & Banta's yard, the only new vessel on the stocks is a large wrecking propeller, of about 200 tons burthen. She is to have two Engines from Shepard's Iron Works, and will, we understand, be a very powerful vessel. Such a tug has long been required to aid vessels in distress, or ashore off the harbor in severe gales. Buffalo has already a large number of small tugs, but none sufficiently powerful to be able to go into the lake at all times and render assistance to vessels which are unable to make our harbor, or which may be in danger of going ashore.

This firm is now about contracting, for building three propellers; two for parties in Detroit, and one for a Buffalo House, all of which are to be out next spring.

At Messrs. Jones' yard there are four vessels now on the stocks; one barque of about 400 tons, for Capt. Glass; two schooners of 300 tons each, for Hiram Niles and other parties; and one schooner of 330 tons for Capt. M. Dimick.

At E. K. Bruce's yards, adjoining Bidwell & Banta's, there is a schooner of 350 tons,

and a scow schooner of 250 tons, on the stocks.

Sims & Brother are building a tug of about 100 tons burthen, on the canal, which will be out early in the spring.

These are all the vessels that we could learn of as now on the stocks, or which are likely to be built during the present winter.

There is also building, at the port of Cleveland, one propeller, of about 500 tons burthen, for a Buffalo house.

Under the head of "Tonnage of the Lakes," we give a list of the vessels owned in this District, so far as we have been able to ascertain them. The books of the Custom House show a much longer list, and some 15,000 more tons, than does our statement. Vessels which have gone out of this District, and whose enrollments have not been surrendered, and other vessels that have been lost for several years past, and of which the collector has no official information, still remain on his books as belonging to the District. All these we have struck out, and the list is as perfect as it was possible to make it.

That statement shows that there are the following number of steamers, propellers and sail vessels, with their tonnage and value, as appraised by the Marine Inspectors, now belonging to this district.

No.	Class.	Tons.	Value.
16	Steamers.....	18,917.28	\$1,693,000
44	Propellers.....	19,564.11	852,000
4	Barques.....	2,514.70	77,000
28	Brigs.....	7,490.94	202,500
83	Schooners.....	16,555.74	410,700
175		64,942.87	\$3,235,200

THE following list will show the names, tonnage, and value of new vessels which have been built during the year 1854, and added to the tonnage of the District of Buffalo Creek:

	Tons.	Value.
Propellers Oriental.....	950:75	\$55,000
Plymouth.....	846:40	45,000
Toledo.....	581:21	30,000
Sun.....	629:32	35,000
Mt. Vernon.....	577:77	25,000
H. Morton.....	144:55	16,000
Wm. Peck.....	172:75	12,000
Little Eva.....	20:40	5,000
Total steam.....	3,923:35	\$223,000
Barques Great West.....	765:53	\$25,000
Sunshine.....	516:62	20,000
Jesse Hoyt.....	472:12	18,000
Brig Empire State.....	396:67	16,000
Schooners Arab.....	204:11	8,000
Energy.....	372:09	12,000
Grand Turk.....	327:43	12,000
Autocrat.....	345:15	12,000
International.....	389:00	12,000
Hurricane.....	331:00	12,000
Cairo.....	335:20	12,000



	Tons.	Value.
Richard Mott.....	396:94	13,000
Robert Bruce.....	312:47	12,000
Nautilus.....	306:25	12,000
Clifton.....	165:00	6,000
Little Belle.....	158:14	7,000
H. Ross.....	229:82	8,500
Total sail.....	6,020:79	\$217,500
Total steam.....	3,923:35	223,000
	9,944:19	\$440,500

The Marine of this district has suffered severely during the past season. The list of vessels that have gone out of existence, which we give below, and which were valued in the aggregate at \$203,000, is by no means the total loss sustained by our vessel owners. Half a million of dollars will not cover the loss of vessels wrecked and sunk, and of others which have suffered by collisions, gales, and by being driven ashore.

THE following will show the names, tonnage and value of vessels belonging to the District of Buffalo Creek, which have been wrecked and become a total loss, during the year 1854:

	Tons.	Value.
Steamer Garden City.....	657:31	\$60,000
Propeller Westmoreland.....	665:84	35,000
Bucephalus.....	493:42	25,000
H. A. Kent.....	442:27	20,000
Barque Trade Wind.....	374:12	13,000
Brigs W. Monteath.....	261:79	7,000
Northampton.....	241:82	6,500
C. A. Bemis.....	207:45	5,000
Schooners Energy.....	392:09	12,000
Defiance.....	253:53	6,500
Gen. Harrison.....	115:98	1,000
Grand Turk.....	327:43	12,000
Total.....	4,435:35	\$203,000

The above estimate of valuation does not include the cargoes of the vessels lost.

It will, however, be seen that, while we lose 4,435 tons during the season, we gain in new tonnage added to the district 9,944, or an increase over 1853 of 5,509 tons.—During the season, two of the vessels in our table of new tonnage were sold out of the district, as were also two or three old vessels, and about the same number have been brought into the District which, on the whole, gives us an increase in 1854 of about 5,500 tons. The list of disasters on the Lakes for 1854, and other interesting tables, will be found in our article on "Tonnage of the Lakes."

### Manufactures.

The interest felt by the inhabitants of Buffalo, in the Manufacturing business of the city, which has materially increased during the past three or four years, has re-

cently received additional impetus from the near prospect of an almost unlimited supply of fuel at a greatly reduced price. The rapidity with which Buffalo has grown from a hamlet to a city, has heretofore outstripped the increase of Capital; and while the advantages bestowed upon us by nature, have impelled us forward on the highway of prosperity, the growth of our manufactures has been unheeded in the more brilliant progress of our Commerce. To the rapid settlement of the West, whose products have been poured in a constantly swelling stream into our port on their way to the ocean, have we mainly been indebted for this almost magical growth. Our citizens have thus had sufficient to occupy their attention, in keeping pace with the progress of Commerce, without giving their thoughts to investments in manufactures, which have been hitherto rather forced upon us by necessity than fostered with the progressive spirit of the age. During the past three or four years an important change has taken place. With the increase of population, capital has swelled and seeks investment. The fact has been realized that all the natural advantages which make this city one of the most important Commercial points in the United States, tell with equal force upon its manufacturing interests. As the West becomes more largely populated, the demand for manufactured articles increases, and as our locality obliges us to receive from the West the great bulk of her produce, so it enables us to send forth to her with the greatest facility and at the least expense, those articles which she requires in return. It is now generally conceded that Buffalo will certainly ere long rank among the first manufacturing cities in the Union, and important as the commercial interests of the city are acknowledged to be, the attention which the manufacturing business has recently excited, and the large investments which have been made in it during the past two or three years, prove to what point the views of capitalists and practical men are now directed. Much as the importance of the promised supply of Coal, by means of the Buffalo and Pittsburg Railroad has been discussed since the project of the construction of the road was first conceived, it is doubtful whether



the public mind yet fully appreciates the advantages which are certain to accrue to the city from the completion of that work. A visit to the various manufactories which are now in operation, and an examination into the present extent of their business, and the benefits they would derive from a cheap and plentiful supply of fuel, will be sufficient to convince any reflecting mind, that the importance of the road, to the future welfare of the city has not, and cannot be over estimated. Buffalo, in her relation to the Coal fields of Pennsylvania, and in the advantage of her position, in the elements of wealth within herself, and in the character of her population, is the best place in the United States for manufacturing.

The Pittsburgh Coal is especially adapted to the working of metals. It will also coke well—yielding a silvery, light, clean fuel, particularly fit for manufacturing Steel. Then the Metals. Buffalo is the natural outlet for the Lake Superior Copper and Iron. It is the true point too for the manufacture of both. The Copper is now carried past her through the Erie Canal, to the Lehigh Coal upon the seaboard. It is taken to New Haven, to Baltimore, to Philadelphia, New York, Boston, Waterbury, and Humphreysville. It is there smelted with fuel which costs according to the locality, from \$4 to \$10 a ton. Here very soon, it can be reduced with coal, that will cost not to exceed \$2,50 and probably only \$2,15 the ton. Every consideration of economy, of convenience, and of relation requires that Buffalo be the seat of the American Copper Manufactures, and she inevitably will.

So of the extraordinarily good iron ores of Lake Superior. They will be smelted in this town. Blast Furnaces will be erected in Buffalo within three years. It will be cheaper to carry those rich ores to the fuel, than the fuel to the ores. The ores of Lake Champlain are now actually transported through Buffalo to the south part of Ohio, and to Pittsburgh in Pennsylvania. They also go down the Hudson River—as do those of New Jersey go up the River, and to New England. When the Lake Superior minerals can meet a fuel so cheap as the coal in Buffalo will be, there they will stop. This is the law of trade. And upon it will

be erected here a great Manufacture of Pig Iron, and in connection with it, Rolling Mills for bars and rods, Mills for nails, and Machinery for wire. It must not be forgotten that the ores of Superior will come to Buffalo without re-shipment, and with but one handling—that these ores will be in a great measure the return freight of vessels that carry up the supplies and the merchandize of those regions—and that the freight upon them to Buffalo will always be as cheap as it would be, if the vessel stopped short, even at Milwaukee. Now those iron ores of Lake Superior are destined to create a peculiar manufacture. They will, if well worked, produce a quality of Iron such as cannot be got from Europe. The Coal that will be delivered here from McKean county, will be so pure, that all the excellencies of that remarkable metal will be preserved in the working.

This Lake Superior Iron will also furnish to Buffalo the material for a Steel Manufacture, that should make this place the Sheffield of America. The McKean county Coal will make a perfect Coke, and charcoal from hard wood can for years and years be got from a district of heavily wooded country, lying in a small circle about Buffalo, that will include a portion of Canada, and at very cheap rates.

The abundance and cheapness of choice lumber in Buffalo, from the Upper Lake and the Canadian mills, will make the place, in connection with its cheap fuel, a centre for manufacturing wood work for every description of buildings. The entire inside work of houses and churches for Savannah and Mobile, is frequently got out here by machinery, in the establishments of the Eatons and the Dart Brothers. The business can be indefinitely increased.

Sandstone, capable of making excellent glass, abounds upon portions of the line of the Buffalo and Pittsburgh Road. McKean county is rich in curled maple, black walnut, cherry and ash.

As a centre for making flour with steam power, Buffalo will early attract the attention of Millers. With coal at \$2,15, there will be an enormous amount of Wheat ground here. All the choicest qualities from Ohio, Indiana, Michigan, Illinois, Wisconsin, and Canada, now come to Buffalo for sale,



The market here will always be supplied, and any number of mills can be furnished directly from the holds of vessels with every description of grain raised in the west.

There are few points more favorably situated for distributing manufactures than Buffalo. Let any one take up a map of western New York on which the railroads are marked out, and see how accessible from every quarter Buffalo is, and how to every point of the compass her manufactures can be easily and cheaply distributed. The winter does not embargo us. The summer opens to us, in addition to the numerous railroad routes, the cheap and easy channels of Lake Erie, and the Erie Canal. At all seasons of the year, at all hours of the day and the night, freight can be sent from Buffalo, for hundreds of miles in every direction from that city as a center, into Canada, New York, Pennsylvania, Ohio, Indiana, Michigan, and the illimitable West. Look at the Map, and see how the town is at the hub of the wheel—how like spokes, the natural and artificial routes of transportation, by water and by rail, radiate from her in all directions.

The position which Nature and Art have given Buffalo, the certainty of her soon having an inexhaustible supply of cheap and most excellent fuel, the abundance of her Labor, and the cheapness of her land, point to her as the most desirable place in the North, in which to invest, in real estate, and to establish large and varied Industrial Pursuits.

#### Iron Manufactures.

The Iron manufactures of Buffalo are probably the most important of her mechanical interests. She has numerous and very large steam engine building establishments, stove and car wheel foundries and machine shops of every description.

The Buffalo Steam Engine Works is the largest iron establishment in the city. It was incorporated in 1841, and has been extending its business and increasing its capital yearly, until now it is the most extensive foundry and machine shop west of New York. The buildings are located on the corner of Ohio and Washington streets, and cover over two acres of ground. The capital of the company is now about \$275,-

000. These works consume about 1,500 tons of pig iron, and several hundred tons of boiler and wrought iron annually. The value of the raw material consumed during the year was from 120 to \$125,000, and the amount of work turned out 225 to \$230,000. The number of hands who receive employment ranges from 200 to 250 men. Business has however been very dull during the past fall and winter, and the number of hands employed has not been over 125 to 150. During the year new machinery and tools have been added, which places the establishment in a better position by 50 per cent than in 1853. New buildings have been erected, and every facility obtained for carrying on locomotive building, which branch of business will be commenced at an early day.

Shepard's Iron Works are located on Ohio and Chicago streets. This is an extensive establishment, and is principally engaged in the building of steam engines, boilers, and the manufacture of all kinds of machinery for steamboats and propellers. The amount of capital invested is about \$100,000. The Works consume over 600 tons of pig iron and about 450 tons of boiler plate, annually. During the busy season they employ about 200 hands and turn out about \$250,000 worth of work.

The Buffalo City Furnace and Steam Engine Works, on the corner of Elk and Mississippi streets, manufacture every description of stationary and marine engines, boilers, and mill gearing, and every variety of castings. A change has been made in the proprietorship of this establishment, and the business considerably extended.—The capital employed is about \$50,000. The amount of raw material consumed during the year, was from 30 to \$35,000, and the amount of work turned out, about \$80,000. When fully in operation they employ about one hundred hands.

The Buffalo Eagle Iron Works is a new establishment, which went into operation in January, 1854. Here are manufactured every description of castings and machinery. The foundry and finishing shop are very large and commodious buildings, and are situated on the corner of Perry and Mississippi streets. They commenced with a capital of about \$60,000, and have given employment to from 75 to 100 men.—



They have worked up about \$40,000 worth of raw material, and have turned out from 75 to \$80,000 worth of manufactures. They have recently given notice that they intended extending their capital to \$100,000.

The Vulcan Foundry, located on the corner of Lecouteulx and Fly streets, changed hand during the past season. Extensive additions have been made to the building, and the new proprietors will be prepared, by the spring, to do a very large business. They have about \$50,000 invested in the business, and employ from 40 to 50 hands. They consume from 60 to \$70,000 worth of raw material, and turn out about \$90,000 worth of work.

BUFFALO IRON WORKS, of which Pratt & Co. are the agents, are located at Black Rock.—Here are manufactured bar iron, cut nails, press spikes, from pig, scrap and bloom iron. This establishment employs a capital of about \$100,000. It consumes annually over 5,000 tons of coal, 1,000 tons of scrap iron, 500 tons bloom and 1,500 tons pig iron. About 100 men obtain employment, and the works turn out over \$150,000 worth of work yearly.

PHOENIX IRON WORKS, owned by John Newman, are located on Ohio street, above the Basin. Here are built every description of high and low pressure Steam Engines and Boilers. From 40 to 45 hands receive employment, and the work turned out during the year will amount to about \$35,000.

NIAGARA FORGE is a new establishment which commenced operations in the spring of 1854. The buildings are situate on the corner of Perry street and the Ohio Basin Slip. Here are manufactured all kinds of heavy forging, such as propeller shafts, locomotive cranks, car axles, anchors, and all kinds of heavy hammered iron work for steamers, propellers, etc. The proprietor, C. D. Delany, has spared no pains or expense in bringing this establishment to perfection, and it is now probably unequaled by any similar works west of New York. The capital employed is about \$40,000, and the works are capable of turning out \$100,000 worth of manufactures annually.

UNION FURNACE is situate on the corner of Swan and Pollard streets, and is owned by T. J. Dudley & Co. The amount of capital invested is about \$30,000; and when in full operation, employment is given to about 70 hands. The works consume \$25,000 worth of raw ma-

terial, turning out about \$50,000 worth of manufactures.

THE EAGLE FURNACE of Jewett & Root, is a very extensive Stove and Hollow Ware Foundry, and is located on Mississippi street, running through to the canal. This establishment consumes about 2,500 tons of pig iron, or \$125,000 worth of raw material, turning out \$250,000 worth of work, and giving employment to about 200 hands.

THE BUFFALO BOLT AND RIVET WORKS are not now in operation. They are located at the head of Michigan street, and have facilities for turning out at least \$50,000 worth of work annually, in the shape of railroad and bridge bolts, boiler rivets, and all kinds of screw work.

BUFFALO IRON RAILING WORKS of George Jones, are situate on Pearl street, in rear of the American Hotel. At this establishment are manufactured iron fences, bank vault doors, iron shutters, etc. About \$8,000 is invested in the business, and the value of the raw material consumed is about \$6,000. Employment is given to about 12 hands, and the yearly value of the manufactures is about \$13,000.

CLINTON IRON WORKS.—R. M. Eddy & Co. are engaged in the manufacture of iron fence, railing, balconies, iron doors, shutters, etc.—Their foundry is situated on Jackson street, and their finishing shop on Clinton street, immediately below Washington. They employ about 20 men, and have invested in their business between \$12,000 and \$15,000. They consume about \$8,000 worth of material, and turn out work to the value of \$15,000.

There are also several smaller establishments in the city, where the same kind of work is turned out, and which, in the aggregate, amounts to a considerable sum annually.

#### COPPER AND BRASS MANUFACTORIES.

THE EAGLE BRASS FOUNDRY of Frank Colligon, is situated on the corner of Washington and Perry streets. Here are manufactured portable steam engines, Termper's Governor, pumps, lathes, etc., and every description of brass and copper castings. Employment is given to about 20 hands, and about \$30,000 worth of manufactures has been turned out during the year.

THE LA FAYETTE BRASS AND BELL FOUNDRY of Good & Moore, manufacture Church, Steamboat and other Bells, as well as copper and



brass castings of various kinds. This establishment is located on Ohio street. They employ about 20 hands, and turn out a large amount of work annually.

#### TOOL MANUFACTORIES.

L. & I. J. WHITE have an extensive establishment on Ohio street, where they manufacture every description of axes, planes, and mechanics' edge tools. This firm have about \$25,000 invested in their business, and they give employment to about 45 hands. They consume about \$20,000 worth of material and turn out \$50,000 worth of work yearly.

HARDY & COLLSON have an establishment on the corner of Hospital and Court streets, adjoining Eatons' Planing Mill, where they manufacture and cut over every description of files, such as are used in saw mills and machine shops in our city. They give employment to four or five men, who turn out about 20 doz. files per week of different sizes.

GEORGE PARR is engaged, in the same building, in the manufacture of awls, screw-drivers, chisels, punches, etc. This establishment gives employment to about fifteen hands, who turn out from 12,000 to \$15,000 worth of work yearly.

JOHN ROBERTS & Co. manufacture every description of saws at their works on the corner of Swan and Washington streets. From 10 to 12 men receive employment here, who turn out annually work of the value of \$12 to \$15,000.

SUTTON & BRO. have a manufactory on Mechanic street, where are made morticing and drilling tools, augers, etc. This establishment is capable of turning out \$15,000 worth of work annually.

#### WHITE LEAD MANUFACTORIES.

There are two extensive establishments engaged in the manufacture of white lead, located in our city. The "Niagara White Lead Works" are on the corner of Delaware and Virginia streets, and the "Buffalo White Lead Works" on the corner of Georgia and Sixth streets.—They employ from 35 to 40 men each, and have facilities for turning out over 1500 tons of white lead each, during the year. These Works are doing a very large amount of business, and both establishments are in a prosperous condition.

#### SHOOK MANUFACTORIES.

SHAW & KIBBIE have an extensive establishment on the ship canal above Pratt and Wad-

ham's slip, where they manufacture shooks for the Cuban Market. They employ a capital of 15 to \$18,000; have five stave jointers and two double dressers, capable of jointing and dressing 8000 gross staves per day, or 300 shooks. They give work to 18 coopers and 20 laborers. This establishment only went into operation late in the fall.

TALCOTT & HALE are also engaged in the same business at their manufactory on Hatch's slip. They employ from 35 to 40 hands, and have dressed nearly one million staves during the year.

#### AGRICULTURAL IMPLEMENT MANUFACTORIES.

JOHN A. PITTS has a very large establishment on Carolina street, near the canal, which covers over one and a half acres of ground, where he manufactures every description of threshing machines, horse-powers, separators, and corn and cob mills. Mr. Pitts has about \$60,000 invested in the business and gives constant employment to between 50 and 60 men, turning out over \$100,000 worth of work yearly.

R. L. HOWARD & Co. are extensively engaged in the manufacture of Ketchum's patent mowing machine, at their works on the corner of Chicago street and the Hamburg Canal. They give employment to about 50 men, who are principally engaged in putting together the machines, the woodwork being mostly made in the country. During the past year, they have built over 2000 machines, and have turned out over \$200,000 worth of work.

THE American Mowing and Reaping Machine Company have a similar establishment on Scott street, where are manufactured Forbush's patent mower and reaper. They have constructed during the year, between 300 and 400 machines, turning out nearly \$40,000 worth of work.

#### PLANING MILLS.

There are several large planing mills located in our city, which in the aggregate turn out a very large amount of planed lumber, together with door-panels, sash, blinds, etc. Among the number are:

DART & BROTHER'S establishment, located on the corner of the Ohio Basin and the Ohio Slip. This mill has dressed over 5,000,000 ft. lumber during the year, and turned out a very large amount of work, such as mouldings, doors, blinds, window-sash, and sidings.



P. B. & L. L. EATON's mill is located on the corner of Court and Hospital streets. They employ over 50 men, and dress and manufacture lumber into flooring, siding, doors, sashes, blinds, etc. This is one of the most extensive establishments in the country, and their work finds a ready market in nearly every State of the Union. They use the Woodworth patent, and have three of these machines, which are kept constantly at work.

VAN SLYKE, EVANS & Co. are also engaged in the same business. Their mill is on Mechanic street, near the Canal. They employ about 40 men, and have facilities for dressing over 4,000,000 feet of lumber, yearly, besides turning out a very large amount of doors, sashes, blinds, and every description of wood work required in building.

E. & B. HOLMES have a similar establishment on the corner of Michigan street and the Ham-burgh Canal, where they are doing a large business in the manufacture of wash-boards, house-mouldings, sash and blinds, and dressed lumber. They do a business of about \$50,000 per annum, and employ about 24 men. Their mill is capable of dressing about 3,000,000 ft. of lumber during the year, and they have facilities for turning out between 12,000 and 15,000 dozen metallic wash-boards.

A. H. FRANK has a small establishment on the corner of Clinton and Oak streets, which gives employment to 10 or 12 men, and which is capable of turning out \$25,000 to \$30,000 worth of wood work, for houses, during the year.

There are some ten or twelve smaller establishments located in the city, engaged in sash, blind, and door manufacturing, which employ from 5 to 8 men each, and turn out, in the aggregate, a large amount of work.

#### LAST AND PEG MANUFACTORY.

H. WING & Co. are extensively engaged in the manufacture of lasts, boot-trees, shoe-pegs, etc., at their establishment on Exchange street. They have a large amount of machinery at work, and employ from 20 to 25 hands. The capital invested is about \$20,000, and they are enabled to work up over 300 cords of maple wood for lasts, 100 twelve-foot logs for pegs, and a large amount of different kinds of lumber for crimps, boot-trees, etc., turning out about 1,000 bu. pegs, 100,000 lasts, and 1,500 sets of boot-trees.

#### CABINET-WARE MANUFACTORIES.

There are a large number of cabinet-ware manufactories in our city, which turn out a very large amount of work annually. Among the principal establishments are those of Hersee & Timmerman, Cutler & DeForest, Taunt & Baldwin, Hart & Co., I. D. White, and Wm. Galligan. There are several smaller ones scattered throughout the city, which turn out a good deal of work. The aggregate amount of capital invested in this business cannot fall far short of \$300,000, giving employment to at least 500 mechanics, and turning out work of the value of half a million dollars. The manufactures of these firms are shipped to all the Western States and Canada, and find a ready market.

#### CARRIAGE MANUFACTORIES.

There are also several extensive carriage manufactories located in our city. The largest are those of Watkins, Williams & Co., on Main street, and that of H. S. Chamberlain & Co., on the corner of Pearl and Mohawk streets. The amount of capital invested in this business, in the city, is, we learn, about \$100,000, and the amount turned out between \$150,000 and \$175,000.

#### PATENT FLOURING-MILL MANUFACTORIES.

JOHN T. NOYE has an extensive establishment on the corner of Washington and Scott streets, running through to the Canal. Here are manufactured portable flouring-mills of different kinds. The proprietor has about \$30,000 invested in his business, and has turned out nearly \$70,000 worth of work during the year. He employs about 50 men, and has made 200 mills during the past season. Mr. Noye imports direct the French burr stones which are used in making these mills.

LOWELL & WRIGHT are also engaged in the same business, and their works are located on Mechanic street. This firm employs about 40 mechanics in making portable flouring-mills, and mill-furnishing. They have invested a capital of about \$25,000, and turn out work of the value of from \$45,000 to \$50,000.

#### PIANO, MELODEON AND ORGAN MANUFACTORIES.

There are a large number of Piano Manufactories scattered throughout the city.

THE WESTERN PIANO FORTE COMPANY'S MANUFACTORY is situated on Court street. This establishment employs about 30 hands. The



have made over 100 instruments, or turned out work to the value of \$30,000 during the year.

A. & J. KEOGH have an extensive manufactory of pianos on the corner of Pearl and Seneca streets. They employ about 40 mechanics, and have turned out over \$75,000 worth of work. Their instruments are justly celebrated throughout the country, and at home where they are well known, they may be found in the houses of many of our citizens.

KENAGA & PETERSON have a manufactory on Washington street, where they employ ten or twelve men, and have facilities for turning out 30 to 50 instruments yearly.

MELODEONS.—Geo. A. Prince has a very extensive manufactory of Melodeons on the corner of Maryland and Seventh streets. The building was erected during the past fall. It has a frontage of 240 feet, five stories high, and running back 40 feet. The number of hands employed is about 230, and upwards of 80 Melodeons, comprising all the various grades, from \$45 to \$150 instruments, are turned out every week.

ORGANS.—George House has an establishment on the corner of Main and Eagle streets, where he is engaged in building church organs. He gives employment to from 10 to 12 mechanics, and has turned out over \$12,000 worth of instruments during the year.

#### OIL AND CANDLE MANUFACTORIES.

F. S. PEASE, manufacturer of sperm, elephant, whale, lard, linseed, tanners' and fullers', oils, No. 61 Main street.

His improved engine, signal and axle oils, are used by nearly all the Railroads centering here, and by most of the machine shops in the city, as well as in several large establishments in New York and other Eastern cities. He has manufactured over 200,000 gallons during the year, and consumed at least \$100,000 worth of material.

SPRAGUE & WARDWELL are also engaged in the same business, employing a capital of about \$25,000. They have consumed between 60 and \$75,000 worth of raw material.

GEO. C. WEBSTER has recently commenced the manufacture of different kinds of oils at his factory, on the corner of Washington and Quay streets.

E. S. THAYER has a manufactory of patent sperm candles, lard, tallow, and red oils, on Indiana street. The amount of capital invest-

ed, is between 40 and \$50,000, employing 20 to 25 hands, and turning out candles and oils of the value of \$100,000.

There are also a large number of soap and candle manufactories scattered throughout the city, of which we might mention Cowles', Gilbert's, Humes', and others, which in the aggregate employ a capital of over \$100,000, turning out at least a quarter of a million worth of manufactures.

#### TANNERIES.

There are some ten or twelve tanneries located in and around our city, which turn out a very large amount of work every year. It has been impossible for us to obtain from each a detailed account of the capital invested, number of hands employed, or value of the work turned out; but we learn from the proprietors of two of them, that the aggregate capital invested in this branch of manufacture, is between 8 and \$900,000, and the number of hands employed about 450. The number of hides tanned during the year is about 250,000. A large portion of these hides are imported from South America and the East, and are brought here, tanned, and shipped both East and West, and to Canada. There are also several sheep skin tanneries located in the city, which dress several thousand pelts annually.

#### BOOT & SHOE MANUFACTORY.

FORBUSH, BROWN & Co. are extensively engaged in the manufacture of boots and shoes, upon the Eastern system, at their rooms on Main street. They have a large amount of machinery for carrying on their business, and give employment to between 30 and 40 hands. This firm has turned out over \$25,000 worth of work during the year, and have facilities for making from 30 to 40 dozen boots and shoes per week.

#### PAPER MANUFACTORY.

B. BRADLEY & Co. have a large paper mill located at the Falls. This firm are residents of our city, and their office and warerooms are on Pearl street. This mill is capable of making every description of printing and wrapping paper. The amount of capital invested is about \$75,000, and the value of the manufactory nearly \$200,000; the number of hands about 75.

#### WOOLEN MANUFACTORY.

JOE GORTON & Co. are engaged in the manufacture of plain and fancy cashmeres at their



mill at Black Rock. They give employment to between 50 and 60 men and women; and have turned out over \$75,000 worth of manufactures. Adjoining this mill there is a sheepskin tannery, where they have dressed some 75,000 pelts.

#### ROPE MANUFACTORIES.

There are two small rope walks located in our city—one on Fifth near Virginia street, and the other on the corner of Seventh and Carolina streets. The value of the work turned out is about \$20,000, and the number of hands employed is about 10. In a city like ours, where there is so much ship-building going on and such a large amount of rope required annually for our vessels, we are surprised that there is not a more extensive establishment of this description located in the city. We are confident that a rope walk employing 50 or 60 men could be kept at work continually to supply the home demand, and be made a profitable business.

#### BELLOWS MANUFACTORIES.

There are three or four of these establishments in our city. Among those worthy of notice is that of W. F. Beaman on Walnut street, and that of Voas & Ward on West Seneca street. These manufactories turn out yearly from \$20,000 to \$25,000 worth of smiths' bellows, common and fancy house bellows, brass and iron foundry bellows, etc., giving employment to 15 or 20 hands.

#### PRINTING INK MANUFACTORY.

The Buffalo Printing Ink Company have an establishment on Vine street where they manufacture the different grades of inks used by printers. The establishment has been in operation two or three years, and has facilities for turning out \$35,000 to \$40,000 worth of inks per annum.

#### TOBACCO MANUFACTORIES.

The principal establishment engaged in manufacturing chewing and smoking tobacco, is that of Adams, Athearn & Co., on Washington street. They employ about 20 men in their business, and have cut up nearly 150 hhds. of American tobacco during the year, besides a large amount of Spanish. They have facilities for turning out over \$25,000 worth of the manufactured article.

There are a large number of smaller concerns, scattered throughout the city, engaged in cutting up tobacco and making segars, which in

the aggregate turn out about \$30,000 worth during the year.

#### PAIL AND TUB MAUFACTORY.

THE NIAGARA PAIL AND TUB FACTORY is located at Black Rock. The agents in the city are Pratt & Co. This manufactory is in a very prosperous condition, and its business is yearly increasing. The number of hands employed is between forty and fifty. The amount of capital invested is \$22,000, and the works have turned out, during the year, between 35 and \$40,000 worth of ware.

#### RAILROAD CAR WORKS.

THE BUFFALO CAR COMPANY have erected extensive works for carrying on the building of railroad cars at Lower Black Rock. The amount of capital invested is \$50,000. This company employs 400 men, and have facilities for turning out about five freight cars per week, or \$250,000 worth per annum.

#### CAR WHEEL FOUNDRY.

TEFT, MOORES & PURDIE, successors to McGennis & Baldwin, have a large foundry and machine shop on the corner of Louisiana street and the Hamburg canal. Here are made every description of car wheels and car castings generally. They also do job work, and turn out a large amount of this description of work. They have about \$20,000 invested in the business, and employ from 20 to 25 hands. They have facilities for turning out 8 or 9,000 wheels, besides other castings of several hundred tons weight, yearly.

#### MARBLE WORKS.

BELDEN'S MARBLE WORKS, on Erie street, are the most extensive of the kind in the city.—Most of the work is performed by machinery driven by steam. The number of hands is about 40, and the amount of capital invested is about \$30,000. The value of the work turned out during the past year will exceed \$50,000.

#### TYPE FOUNDRY.

N. LYMAN & SONS are engaged in the manufacture of type at their foundry on Seneca street. They give employment to about 25 hands, and turn out a very large amount of work yearly. Their business is increasing rapidly.

#### LOCOMOTIVE AND OTHER LAMP MANUFACTORIES.

CLEVELAND & BROTHER have recently commenced the manufacture of locomotive, steamboat, light-house and other lamps, at their



establishment, in the block on the corner of Washington and Perry streets. They employ from 8 to 10 hands, and have facilities for turning out \$20,000 worth of work annually.

SANGSTER & Co. are extensively engaged in the manufacture of steamboat, propeller and vessel signal-lamps, and patent reflectors, at their shop on Seneca street. These lamps are used by nearly all the vessels on the lakes, and are found to be superior to almost any other. This firm have invested a capital of \$25,000, employ about 25 men, and are capable of turning out 50 to \$60,000 worth of work per annum.

JOHN OTTO & Co., at their establishment on Washington street, are also engaged in the manufacture of locomotive and other lamps, in addition to their business of working in tin, copper and sheet-iron.

#### SADDLERY AND COACH HARDWARE.

The most extensive establishment in the State, engaged in the manufacture of japanned, plated saddlery, and coach hardware, is that of Pratt & Letchworth, of our city. This firm have contracts with the managers of the Erie County and Albany County Penitentiaries, employing between 250 and 300 convicts, and about 50 first-class mechanics. The articles manufactured by this firm are superior to those of any other establishment in the Union, which fact is proven by the orders they are continually receiving from dealers at the South, East, and West, and from Canada, many of which they are unable to fill. In the article of hames, alone, they have made, during the past year, upwards of seventy-five thousand pairs, of over one hundred varieties, which find a market in every city in the Union. The amount of capital invested is about \$100,000, and the value of the manufactured articles will reach nearly \$200,000. They have recently moved their warehouse from No. 165 Main street to the large building erected, last fall, on the Terrace, adjoining the Hardware establishment of Pratt & Co., and their facilities have been so increased, during the past few months, that their prospects for the year 1855 are still more encouraging.

#### PLUMBING AND GAS FITTING.

JAMES E. THOMSON, late Thompson & McFarlane, has a large establishment at No. 68 Lloyd street, where he is extensively engaged in the manufacture of all the articles required in his business of plumbing, gas fitting, etc. The building is four stories high, running back 160 feet. He has also a very large show room in the Brisbane Block, on Main street, in which may be seen the largest and best stock of gas fixtures to be found this side of New York city. Mr. THOMSON has about \$30,000 invested in his business. He has consumed, during the year, over 48,000 feet of gas and steam pipe, and 75 tons of sheet lead and pipe, and has turned out over \$75,000 worth of work, employing about 30 hands. There are several other gas fitting and plumbing establishments in the city, but this is the only one that manufactures all the articles used in the business.

The above list comprises all the principal manufacturing establishments in our city.—Several of these have furnished us all the information we desired, while from others we have been unable to obtain any thing satisfactory, and have been compelled to rely on the estimates and opinions of other parties, who, to a certain extent, have been familiar with the particular business we wished to be informed upon. On the whole, we believe our account of the manufacturing interest of Buffalo to be as near correct as it is possible to make it.

From this statement it will be seen that the amount of capital invested in iron manufactories of every description is over one million of dollars. It will also be seen that there are \$900,000 invested in tanneries. There is over \$250,000 invested in ship and boat building. Of the other manufacturing establishments enumerated above, there is at least \$3,000,000 of capital invested, and if we add to that the amount of capital employed in other and smaller establishments, of which we have at present no statistics, it will be seen that the aggregate capital invested in manufactories in Buffalo, in the year 1854, was at least TEN MILLIONS OF DOLLARS.



### Tonnage of the Lakes.

The Great West has now a commerce, within its own limits, nearly as valuable as that which floats between the United States and Europe. Leaving the western rivers out of consideration, and confining ourselves merely to the Lakes, we find a tonnage enrolled and licensed at the several American ports, embracing 110 steamers, 97 propellers, 33 barques, 101 brigs, 639 schooners and 216 sloops and scows, making an aggregate of 237,830 tons. The history of man does not exhibit a spectacle of such rapid advancement in population, wealth and industry—such energy, perseverance and public spirit, as is manifested in the progress of the western people.

In the year 1794, the treaty known as "Jay's treaty" was concluded between England and the United States, under which the English agreed to surrender the military posts on the American side of the Lakes. The surrender, however, did not take place until the summer of 1796, and from that time only have we used, or had the privilege of using, our great Lakes, over which now floats a commerce of millions of dollars.

The *first* American vessel built on Lake Erie was constructed at Four Mile Creek, near Erie, Pa., in 1797, and was called the "Washington." The first American vessel built on Lake Ontario was at Hanford's Landing, 3 miles below Rochester, in 1798, of 30 tons, and was called the "Jemima." From this time to the commencement of the war of 1812, a large number of vessels were built. Many were lost by storms, and several were captured by the British, during the war, and burnt, so that at the time peace was restored very few vessels were on the Lakes, except such as had been used by the government during the war. In 1816, the steamboat Ontario was built on lake Ontario, and in 1818 the Walk-in-the-Water, at Black Rock. This was the first use of steam on the lakes.

In 1826 or 1827, the waters of Lake Michigan were first ploughed by steam, and in 1832, the first steamer made its appearance at Chicago. Prior to 1832, the whole commerce west of Detroit, was confined almost exclusively to carrying up provisions and goods for the Indian trade, and bringing back furs, etc., all of which furnished a

limited business for a few small schooners. In 1833, the first association was formed of steamboat owners. This year there were employed 11 steamboats, which cost \$360,000. There were made, that season, *three* trips to the upper lakes, two to Chicago and one to Green Bay. One of the boats left Buffalo for Chicago on the 23d June, at 9 P. M., and returned on the 18th July, at 10 P. M.; and the other left July 20th and returned August 11th; the first trip occupying 25 days, and the other 22 days. In 1854, the same trip was made by a *sail* vessel in something over 4 days. In 1834, the association was composed of 18 boats, costing \$600,000, seven new ones having come out that season. This year, three trips were made to Chicago and two to Green Bay. In 1836, the steamboat association was dissolved. In 1839, another association was organized, and a regular line of eight boats, varying in size from 350 to 650 tons each, was formed to run from Buffalo to Chicago, making a trip in every 16 days. In 1840, the number of boats on the lakes was 48, of various sizes, from 150 to (one of them only) 750 tons, and cost, in their construction, \$2,200,000.

In 1841, the same arrangements existed. The number of sail vessels owned on the lakes above the Falls of Niagara, during that year, was estimated at 250, varying in size from 30 to 350 tons; the largest one being an old steamboat converted into a sail craft. The cost of these vessels varied from \$1,000 to \$14,000. The average would probably be \$5,000, which would show a capital invested in sail vessels, in that year, of \$1,250,000.

In 1845, there was the following number and description of vessels owned and running on the lakes above Niagara Falls:

52 Steamboats,.....	20,500 tons.
8 Propellers,.....	2,500 "
50 Brigs, .....	11,000 "
270 Schooners, .....	42,000 "
Total,.....	
76,000	

Costing, in their construction, \$4,600,000. On Lake Ontario there were 7 steamboats, 6 propellers and about 100 sail vessels, having an aggregate tonnage of about 18,000, and costing \$1,500,000.

In 1849, there were, on the whole chain of lakes,—



95 Steamers, of.....	38,942 tons.
45 Propellers of.....	14,435 "
5 Barques, of.....	1,645 "
93 Brigs, of.....	21,330 "
548 Schooners, of.....	71,618 "
128 Sloops and Scows, of.....	5,484 "
Total,.....	153,454

Valued at about \$7,868,000. And in 1854, there were—

110 Steamers, of.....	57,961 tons.
97 Propellers, of.....	33,732 "
33 Barques, of.....	12,839 "
101 Brigs, of.....	25,901 "
639 Schooners, of.....	97,641 "
216 Sloops and Scows, of.....	9,760 "
Total,.....	237,830

Valued at about \$10,185,000. The actual number of steamers now on the lakes does not show a large increase over 1849, but those which have gone out of existence have been supplied by others of double and quadruple tonnage. The large number of steam and sail vessels which are appended are but the successors of others which have gone before them, some by decay and many from the want of adequate harbors to protect them during violent storms.

The application of steam power to the purposes of navigation forms the brightest era in the history of our country. It is that which has contributed more than any other cause to the rapid growth of our population and the almost miraculous development of our resources.

The history of our lake marine, could it be written out in full, would form a subject of interesting study. It would present a series of triumphs in naval architecture quite as important to the States bordering on the lakes, quite as clearly defined and as legitimately gained by the aid of nautical skill and of keen observation, united to a wise application of scientific principles, as those which have occurred along the greater extent of our national seaboard. A few short years have witnessed the bark canoe displaced by a fleet superior to the entire marine of many nations, and the same lapse of time will find the country fully developed—agriculture in its highest state of perfection, a region rich in treasures of iron, lead, copper, coal and various other products of the mine yielding rich rewards, and the broad expanse of water of the lake region whitened with the sails of a gigantic commerce; for, as yet, we are but in our infancy.

The influence of railroads upon the com-

merce of the lake region is marked. Already are the south and east shores of the chain of lakes lined with railroads which are fast drawing passenger travel from the lakes, and the day is not far distant when the locomotive will traverse each shore of all these inland seas. What such an event will accomplish it is difficult to conceive, but thus far the effect in working a change in the character of the lake commerce is perceptible. Except to fill fragments of railroad routes, first class steamers are of little account and are fast diminishing in number. In the mean time, steam vessels, built with reference to safety and capacity of tonnage and economy in working them, are rapidly multiplying. A fine fleet of propellers is now doing the great bulk of freighting business on the lakes, showing conclusively that steam is growing more rapidly into favor in a trade so admirably adapted to its successful application as that of the western lakes.

In 1843, we believe, the first freight propeller was built on the lakes, and was called the Hercules. In 1845, there were only eight, and ten new ones were added to the list during the following year. In 1849, there were 45 propellers on the lakes, and in 1854 the number was increased to 97. The annexed list comprises all the vessels of all classes, steamers, propellers, barques, brigs, schooners, sloops and scows enrolled on Lakes Michigan, Huron, Superior, St. Clair, Erie, Ontario and Champlain, now in commission as obtained from the different custom houses. We have made erasures where we knew the vessels were dead, and it is more than probable that some will be inserted twice. The list however is as correct as it was possible to make it. The valuation of the property on the lakes has been made at what it is supposed to be worth *now*,—not what it cost. We also append lists of the name, class and tonnage of new vessels built during the year; the amount of tonnage now on the stocks at the several lake ports; the list of disasters for the past year and a summary of disasters for the past six years, showing in what manner the vessels were lost or wrecked and the amount of loss. In the aggregate tonnage of the lakes we have confined ourselves exclusively to American vessels,



LAKE ERIE.

Vessels Enrolled and Licensed in the District of Buffalo Creek, 1854.

Name of vessel.	No. of	Name of vessel.	No. of
Steamers.	Tons. Crew	Steamers.	Tons. Crew
Southern Mich.	1470,54 45	Lady Elgin	1037,34 25
Northern Ind.	1475,50 45	Globe	1223,26 30
Mississippi	1829,12 48	Empire	1440,72 43
St. Lawrence	1844,39 48	Golden Gate	770,48 25
Crescent City	1746,12 45	Sultana	806,38 30
Queen of the West	1851,30 45	Hend. Hudson	750,46 30
Empire State	1691,29 45	Diamond	331,61 24
Troy	546,47 25	Fox	102,00 4

Total steamer tonnage..... 18,917,28

Propellers.	Tons. Crew	Propellers.	Tons. Crew
F W Backus	289,78 15	Paugasset	290,63 21
Indiana	349,34 18	M B Spaulding	419,56 19
Dunkirk	544,56 20	Niagara	450,49 20
Buffalo	689,21 20	Illinois	530,55 20
P F Barton	40,30 5	Sciota	384,32 20
New England	351,67 18	Ohio	441,66 20
Underwriter	107,44 10	Saginaw	407,23 18
Owego	483,56 18	Cataract	393,71 16
Iowa	981,53 20	Mayflower	623,77 21
Charter Oak	184,24 12	Genesee Chief	429,32 15
St. Joseph	460,16 24	Nile	650,08 20
Pocahontas	426,64 18	Edith	549,29 18
California	420,26 19	Brunswick	512,20 18
Franklin	39,32 5	Milwaukee	616,44 20
Queen of Lakes	563,53 20	Allegheny	468,02 15
Portsmouth	525,59 20	Charter	241,86 12
Oriental	950,25 25	Toledo	585,25 20
Sun	629,32 20	Plymouth	846,40 20
Mt. Vernon	577,77 20	Wm. Peck	125,06 5
Sandusky	370,79 19	Ogontz	343,37 15
Oregon	312,91 19	Echo	115,30 5
Detroit	293,71 16	Troy	346,47 15

Total propeller tonnage..... 19,564,11

Barques.	Tons. Crew	Barques.	Tons. Crew
Canada	660,38 20	Jesse Hoyt	472,12 20
Great West	765,53 25	Sunshine	516,62 20

Brigs.	Tons. Crew	Brigs.	Tons. Crew
Globe	319,77 9	Boston	167,75 8
Shakspeare	260,55 10	Fashion	287,35 10
Buffalo	263,79 10	Castalia	241,82 10
Lowell	255,90 10	J. R. Giddings	269,65 10
Tuscarora	253,43 11	Sandusky	225,68 10
Mohegan	248,09 8	Banner	431,38 14
H. R. Seymour	245,88 11	Constellation	260,34 10
Odd Fellow	224,64 10	Oleander	262,38 10
Preble	217,32 8	Virginia	160,32 7
Ramsey Crooks	228,43 10	Andes	208,19 10
Young America	346,29 13	Mahoning	259,42 9
L. A. Blossom	258,09 12	St. Louis, 2d	185,74 9
Grey Hound	367,00 10	Empire State	396,69 10
Mechanic	313,00 ..	Sultan	267,00 9

Schooners.	Tons. Crew	Schooners.	Tons. Crew
Virginia Purdy	301,46 10	North Star	366,94 9
Hope	249,83 10	E. C. Williams	156,60 6
Excelsior	247,55 10	Little Belle	158,14 6
M. H. Sibley	252,18 8	Robert Bruce	330,00 8
Robert Emmett	245,07 9	Harriet Ross	229,89 8
Ivanhoe	237,56 8	International	389,00 10
Henry Hagar	237,51 9	Arab	204,14 9
Pilgrim	228,55 9	Cairo	355,20 10
Mansfield	213,27 9	Sandusky	110,34 6
Petrel	208,71 8	North Carolina	95,15 6
A. Belmont	208,34 10	Windham	236,80 8
P. P. Pratt	196,60 8	Dawn	262,37 8
G. T. Williams	167,04 8	Alameda	269,65 6
Trenton	132,66 7	Lodi	66,24 5
Big Z	168,67 8	Abiah	353,49 10
Free Trader	111,23 6	Magnolia	198,67 8
West Wind	255,58 8	Stranger	124,92 7
H. L. Lansing	369,64 10	Fox	405,09 10
Montgomery	248,51 8	W. W. Brigham	121,16 7
Roscoe	135,87 6	Ithica	199,42 9
Illinois	110,31 6	Miranda	217,59 9
Post Boy	95,24 5	Albatross	234,62 10
C. Reeves	279,80 8	Wm. Wallace	83,53 6
Morning Star	21,09 5	Tuscola	221,21 8
Hanover	237,87 8	Lewis Cass	191,97 6
J. K. Polk	72,92 6	Home	127,59 5

	Tonnage.		Tonnage.		
Gen. Pierce . . . . .	63,86	6	Aldebaran . . . . .303,55	9	
Palo Alto . . . . .	202,73	9	Troy . . . . .	122,00	6
Pearl . . . . .	151,14	7	J. W. Brown . . . . .	238,55	9
J. W. Blake . . . . .	27,64	3	William . . . . .	178,77	7
May Queen . . . . .	43,22	4	Puritan . . . . .	223,35	9
J. M. Lee . . . . .	100,24	6	Caroline Ames . . . . .	142,60	8
Navigator . . . . .	108,65	6	Three Bells . . . . .	305,47	10
Flying Dutchman . . . . .	74,49	5	Hurricane . . . . .	331,87	10
Homer Ramsdeil . . . . .	276,91	8	Autocrat . . . . .	345,15	10
Ætna . . . . .	94,71	5	Aurora Borealis . . . . .	94,40	5
Effort . . . . .	77,27	5	Richard Mott . . . . .	376,95	10
Antares . . . . .	176,46	8	Clifton . . . . .	165,10	8
Arcturus . . . . .	412,46	10	Gem . . . . .	306,43	10
Orion . . . . .	305,25	9	Scow Aldebaran . . . . .	96,77	7

Total sail tonnage..... 26,561,48

Grand total tonnage of Buffalo Creek,..... 65,042,87

Vessels Enrolled and Licensed in the District of Presque Isle, 1854.

Tonnage.		Tonnage.	
STEAMERS.		S D Cowan	
Keystone State	1354	Effort	77
Niagara	1100	T G Colt	90
Queen City	906	Josephine	44
Louisiana	778	Margaret	126
Ohio	584	Columbia	166
BARQUES.		Sarah A Green	120
American Republic	460	Andrew Scott	222
BRIGS.		Signal	162
Alleghany	255	Pacific	187
Clarion	237	Ithaca	200
Missouri	153	Sea Gull	115
Stambach	199	Washington Irving	112
SCHOONERS.		E C Williams	157
Citizen	149	Traveler	182
Susquehanna	270	Wm Arbuckle	170
W A Adair	82		
Total tonnage			9085

Vessels Enrolled and Licensed in the District of Cuyahoga, 1854.

Names.	Tonnage.	Names.	Tonnage.
STEAMERS:		Marshall Ney	69 73
Telegraph	181 69	S Robinson	312 29
Columbia	168 58	D F Edwards	20 83
Northerner	514 75	Ellen M Lyon	113 65
North Star	1106 73	Jenny Lind	144 67
Total tonnage	1971 85	Gen Scott	255 41
PROPELLERS.		Lavinia	319 68
Vermont	255 52	Monsoon	189 52
Prairie State	352 61	Flying Cloud	245 00
Ogdensburgh	352 61	Garden City	329 08
Cleveland	341 45	Freeman	190 33
Lady of the Lake	326 16	T P Handy	234 41
Michigan	354 02	Carrington	275 45
Wisconsin	352 61	Twin Sister	275 07
Cliff Belden	92 69	Twin Brother	283 36
J W Brooks	312 41	H Spencer	125 43
Granite State	351 73	Marquette	283 22
Republic	460 88	B F Wade	173 80
Forest City	520 00	Wings of the Morning	340 61
Total tonnage	4074 94	Peoria	226 41
BRIGS:		Cadet	72 07
Maryland	187 78	J B Skinner	142 40
Alert	184 17	Total tonnage	13256 81
Cumberland	195 87	BARQUES.	
May Flower	209 21	North Star	350 91
Gen Worth	257 71	Black Warrior	375 00
Concord	234 07	Illinois	351 35
Amazon	171 63	Chieftain	375 10
John Irwin	201 53	B. S. Shepard	509 85
H G Stambach	199 20	Total tonnage	1762 31
Black Hawk	384 66	SLOOPS.	
John G Deshler	373 62	Ranger	14 74
Isabella	250 00	Total tonnage	14 74
N M Standart	480 47	SCOWS:	
Total tonnage	3564 63	Caroline	30 12
SCHOONERS:		Sea Witch	100 81
Alpha	66 00	Mountain Maid	44 60
Speedwell	160 51	Highland Chief	49 82



Tonnage.		Tonnage.		Tonnage.		Tonnage.	
Snow Drop	180 75	Ino	138 05	SCHOONERS.		Yankee	97
E Fletcher	81 24	N G	60 79	Agnes Barton	155	Buckingham	278
L C Butts	165 18	C C Butts	137 38	J W Ross	61	M S Collins	301
Wm Buckley	99 61	Cousin Mary	57 53	Aerial	253	Sheridan	216
White Cloud	272 66	Jno P Hall	50 38	Geo Davis	238	L B Crocker	284
Pilot	180 82	Rocky Mountains	123 74	F R Miller	55	Kate Robinson	283
Wm Sturges	364 15	W J Price	103 43	Cambria	106	Ottoca	172
Warriner	40 48	Frolic	92 94	Gen Houston	123		
Arctic	256 61	Petrel	62 83	Total tonnage	3436		
Wm F Allen, jr	385 45	Eagle	27 45	Vessels Enrolled and Licensed in the District of			
Mary	77 00	Gen Scott	27 35	Detroit, 1854.			
Lady of the Lake	317 26	Forest Chief	110 87	Names.	Tonnage.	Names.	Tonnage.
John Fretter	97 22	Reindeer	33 50	STEAMERS:		Pilgrim	242.19
S L Nobles	126 56	Granville	98 43	John Owen	191.36	James McBride	271.85
Whip	76 66	Juno	55 74	Romeo	160.68	John H. Harmon	301.78
Hamlet	201 89	Star	51 61	Algoma	71.40	Columbia	176.80
George Worthington	304 54	Spanker	45 56	Indiana	57.28	Philadelphia	122.72
Dolphin	10 58	Red Rose	24 10	Milwaukee	34.11	Shakspeare	264.65
Farmer	100 09	Comfort Ames	36 00	Michigan	642.41	Courtland	234.76
Madison	104 20	Pacific	186 30	Michigan	47.75	Carolina	257.82
Ohio	127 66	May Queen	35 21	Pacific	462.39		
Hudson	136 08	Mermaid	60 07	Arrow	373.52	SCHOONERS.	
Asia	204 47	Forest Maid	30 56	Empire	90.32	Baltic	22.20
H E Mussey	284 14	R Hayes	35 51	Julius D. Morton	472.90	John Richards	39.44
Cascade	335 35	Valley	68 88	Argo	111.39	Flying Cloud	25.63
Gipsev	181 09	J W Blake	32 77	Saginaw	407.23	Erie	71.49
Spartan	92 59	Black Swan	34 60	Telegraph	190.80	B. G. Allen	38.10
America	118 42	Helen	24 76	Dart	297.16	Macomb	42.38
Watts Sherman	198 51	E L Herrick	32 38	Oliver M. Hyde	112.87	Navigator	108 68
Poland	233 66	Sachem	74 81	Traffic	43.31	Anna	48.35
Everett	118 69	Rialto	149 26	Ottawa	316.60	Bell	23.79
Seaman	135 68	Liberator	45 00	Franklin Moore	191.26	O. Q. Metzar	137.26
Heligoland	108 84	Cornelia	125 19	R. R. Elliott	321.29	Mary	212.18
J W Hughes	165 59	Consuelo	36 79	Illinois	926.72	Osceola	140.03
Delight	41 56	J C Pendleton	84 68	Western World	2,002.42	Pilot	32.92
O J Marshall	181 64	Union	73 15	May Flower	1,354.29	Pioneer	88.76
Champion	205 73	Tempest	56 38	Ocean	1,052.31	Jas. McKay	125.36
Consuelo	195 41	Diamond	23 09	Baltic	825.37	H. U. King	99.20
Gen Taylor	244 88	Geo Neville	60 69	Arctic	861.42	George C. Drew	130.57
Kosciusko	178 16	Storm	54 75	Albion	132.66	Abigail	178.18
Herald	219 21	Napoleon	45 45	Pearl	252.30	Crevola	212.83
Butler	170 18	O Rich	31 54	Ruby	252.30	Vincennes	185.30
H C Winslow	362 40	Prince of Peace	56 02	Swan	209.13	George Davis	238.46
Rush	176 60	Home	91 63	Despatch	225.50	M. Porter	22.61
Rambler	137 65	Wave	15 94	Huron	348.36	Mt Vernon	225 80
Silas Wright	70 02	Sea Lion	28 94	United	71.66	Fair Trader	37 21
Jno S Reed	188 77			Bay City	479.93	Helen Kent	142 14
Total tonnage	3158 68			Cleveland	574.30	G Ellen	71 41
Vessels Enrolled and Licensed in the District of				Traveller	603.76	John A Sanders	46 44
Sandusky, 1854.				Fashion	324.32	Jane Louisa	131 35
Tonnage.		Tonnage.		Empire	100.08	Fortune	371 80
STEAMBOATS.		Tonnage.		May Queen	638.28	Atlas	102 25
Fremont	94.85	Velocity	161.85	T. Whitney	238.64	White Squall	318 35
Ariel	165.70	Forest	199.88	Minnesota	749.45	Montezuma	52 27
Comet	46.18	Vermont	113.21	Islander	73.55	Jena	55 48
SCHOONERS.		Tonnage.		Forester	503.29	L M Mason	340 35
Pride	70.86	D F Edwards	20.83	Michigan	82.40	Fidelity	64 68
New Haven	170.44	Arabella	66.25	Plymouth Rock	1,991.13	Magic	143 07
Tom Corwin	128.87	C C Griswold	354.32	PROPELLERS.		Sacramento	115 93
T S Hamer	108.72	scows.		Gen Scott	63.72	Windham	236 80
Westchester	207.61	Falcon	66.89	General Taylor	462.91	Cadet	72 07
Eliza Caroline	32.74	Linden	98.23	J. F. Porter	69.43	Experiment	51 81
C S Burton	123.53	Foam	36.78	B. F. Bruce	168.63	Morning Star	21 09
Com Lawrence	47.69	Laurel	88.57	Globe	314.13	Meridian	99 88
Industry	92.36	Industry	21.25	Stockman	81.45	Antelope	89 60
Minot Mitchell	194.33	New Jersey	64.55	Fintry	590.41	White Cloud	317 78
Buckeye	127.85	Ely	61.59	John Lathrop	45.41	Lapwing	16 54
Eclipse	230.83	Louisa	34.42	Northern Michigan	359.29	Mike	15 35
Australia	198.11	Diana	61.32	Hercules	255.75	King Fisher	14 93
Challenge	247.00	Puebla	37.25	Odd Fellow	104.76	St Peters	6 38
Alwilda	74.63	Danbury	25.57	Dart	96.44	Lady Jane	19 00
Swan	44.88	California	40.47	Falcon	663.84	California	19 35
Tartar	248.26	Fashion	29.44	Delaware	416.52	Niagara	150 10
Bay City	216.55	Pontiac	75.70	Young America	359.49	Palo Alto	202 74
Ellington	185.83	Mary Ann	51.91	Clif on	111.56	Elmira	144 36
C J Roeder	174.03	Hannah Selima	70.11	Pilot	77.38	Dolphin	31 40
Caspian	48.36	Brant	28.23	Omar Pasha	343.81	Hercules	120 19
		Almira	80.35	BARQUES.		T G Scott	93 36
		Elmina	52.10	Nucleus	329.55	Amanda Harwood	169.49
Total tonnage	5,222.78			E. A. Roelofson	385.23	Sparrow	44.50
Vessels Enrolled and Licensed in the District of				E. B. Morgan	310.62	Caroline	75.69
Miami, 1854.				BRIGS.		China	60.54
Tonnage.		Tonnage.		Roscius	318.28	Baltic	96.04
BRIG.		SCHOONERS.		Portland	250.13	Tom Lewis	37.37
Paragon	212	Rebecca	255.			Convoy	236.66
		Caspian	48				



Tonnage.	Tonnage.	Tonnage.	Tonnage.
Pike..... 30.20	scows.	Champlain..... 270.28	St Lawrence..... 134.74
Greyhound..... 28.57	D R Holt..... 81 67	S C Walbridge..... 237.16	President..... 139.33
Mink..... 25.91	Ino..... 138 05	St Louis..... 210.80	St Marys..... 253.25
Julia Smith..... 94.82	DeWitt Clinton..... 66 45	Geneva..... 207.77	Arrow..... 72.04
Mary Jane..... 57.31	Virago..... 111 69	David Smart..... 203.14	"Seventy-Six"..... 76.39
Tom Lennon..... 124.78	Red Rose..... 24 10	Powhattan..... 234.41	Oconto..... 306.88
New Hampshire..... 99.31	Jonathan Burch..... 13 61	Julia Dean..... 498.28	G W Dole..... 125.16
Fisher..... 94.61	Cerro Gordo..... 58 10	Fanny Gardner..... 327.42	North Yuba..... 154.42
White Pigeon..... 35.36	Dolphin..... 31 15	Orleans..... 173.55	Josephine Dresden..... 116.85
Trader..... 20.15	Milwaukee..... 32 45	Portland..... 250.13	Falcon..... 181.59
Marcellus..... 47.49	Louis Napoleon..... 21 66	SCHOONERS.	Temperance..... 156.57
Deer..... 48.87	Isaac Russ..... 42 70	Racine..... 223.33	Equator..... 131.51
Eugenia..... 38.00	Augustus..... 56 42	Maria Hillard..... 194.88	Dexter..... 124.05
John Woods..... 26.97	St Clair..... 35 14	L P Hillard..... 175.16	St Clair..... 118.09
California..... 72.91	Bell..... 20 42	Buena Vista..... 174.03	C P Williams..... 434.03
Wolverine..... 97.23	Temperance..... 42 00	Muskegan..... 109.55	Peter Doling..... 60.57
Harwich..... 73.57	SLOOPS:	N C Walton..... 127.41	Astor..... 85.20
Cuyahoga..... 45.41	Rambler..... 30 13	Whirlwind..... 154.61	Gem..... 306.43
Industry..... 61.71	Independence..... 23 16	L C Irwin..... 113.23	Suffolk..... 250.12
Odd Fellow..... 275.44	Emma..... 42 93	G R Roberts..... 119.32	Dan Marble..... 213.68
Ellen..... 35.29	Mystery..... 27 89	John Lillie..... 95.85	Japan..... 245.25
Coaster..... 63.46	Empire..... 21 86	Roanoke..... 161.39	Two Charlies..... 119.40
Alvin Clark..... 218.35	Nasida..... 35 84	Philena Mills..... 227.29	Citizen..... 33.81
Star..... 55.85	St Louis..... 31 49	Honest John..... 117.85	Fashion..... 223.35
Lyon..... 39.40	Agate..... 22 05	C Walker..... 164.15	Wyoming..... 232.61
John E. Sutherland..... 98.59	M C Bronson..... 23 09	Elizabeth Henderson..... 90.03	Advance..... 268.40
Speed..... 28.73	Victory..... 27 47	Mark H Sibley..... 232.18	Pilgrim..... 228.55
Marengo..... 129.30	Texas..... 26 86	Industry..... 44.88	John S Wallace..... 78.65
Leander..... 145.09	Eagle..... 25 48	Henry Norton..... 150.53	Henrietta..... 81.01
Wm. Foster..... 31.12	Elizabeth..... 16 51	Meridian..... 243.77	Wing and Wing..... 216.84
Velocity..... 161.85	Bertrand..... 22 83	Reindeer..... 100.32	Blue Bell..... 150.16
Marshall Ney..... 69.73	St Mary..... 26 40	Mary G Bonsteel..... 185.65	Osprey..... 247.64
Meridian..... 75.15	Lion..... 36 31	P Hayden..... 168.34	Ellen Stewart..... 161.24
J. F. Porter..... 124.49	Argus..... 20 88	Liberty..... 54.42	Kenosha..... 377.90
Speed..... 36.76	Fair Trader..... 22 25	Leland..... 213.49	Home..... 127.59
Ariel..... 45.44	Swan..... 31 35	Speed..... 146.26	Abiah..... 353.59
Agnes Barton..... 155.75	Gull..... 22 22	Cherokee..... 203.83	Chas Howard..... 113.66
Kit Carson..... 53.35	Napoleon..... 20 36	Octavia..... 138.11	J M Hughes..... 165.59
Michigan Flower..... 45.93	Francis..... 31 57	Andromeda..... 207.15	Champion..... 205.73
Ocean..... 120.32	Henry Young..... 29 30	Pilot..... 46 30	H N Gates..... 168.78
Caroline..... 42.04	Star..... 28 58	Telegraph..... 276.30	Weiland..... 198.95
Ellen..... 61.31	Sweeper..... 18 62	Wyoming..... 262.61	E G Grey..... 166.18
Mary Kay..... 30.43	Fancy..... 6 71	Vanralter..... 21.36	Maine..... 194.79
Vermont..... 124.83	Temperance..... 9 20	S A Clark..... 163.73	Servant..... 165.12
H. H. Day..... 50.45	Eagle..... 16 83	Calcutta..... 116.26	Curlew..... 274.67
Rockaway..... 53.26	Superior..... 16 38	Col Shepard..... 48.27	Frank Miller..... 37.21
Avenger..... 77.75	Nicholas..... 14 40	Mary Margaret..... 3880	Astor..... 85.20
SCOW SCHOONERS.	Globe..... 15 13	Geo F Foster..... 123.89	Francis..... 120.32
Addain..... 35 90	Lady..... 15 13	Mariner..... 68.40	Globe..... 48.76
Enterprise..... 56 35	Frank Pierce..... 17 59	Geo Hanson..... 37.81	Argo..... 263.49
Franklin Moore..... 35 18	Louisa..... 9 38	Maid of the Woods..... 29.36	Free Trader..... 28.58
Scud..... 32 37	Look and See..... 9 15	Lady Jane..... 147.12	Mary..... 77.00
Presque Isle..... 33 48	Enterprise..... 16 75	Elbe..... 56.47	scows.
Pontiac..... 75 70	Sun..... 16 19	Amelia..... 26.52	Mount Vernon..... 40.81
Granger..... 62 78	Post Boy..... 19 15	H Y Atrill..... 36.41	Sachem..... 74.39
Weasel..... 41 71	Peter Campeau..... 14 07	Hero..... 79.70	Rocky Mountains..... 123.47
Dan Tucker..... 38 38	Loon..... 12 86	Ashtabula..... 133.44	SLOOPS.
Swallow..... 35 14	Hunter..... 18 54	Venus..... 79.10	Ranger..... 22.06
Foam..... 26 87	June Flower..... 7 08	Crescent..... 297.48	
Pauline..... 17 78	Ruffian..... 11 79	Total tonnage..... 25,721.92	
Emily..... 12 66	Blue Bird..... 12 73		
Telegraph..... 60 69	Emily..... 12 66		
Banner..... 62 92			
Total..... 938.25			

#### LAKE MICHIGAN. Vessels Enrolled and Licensed in the District of Chicago, 1854.

Tonnage.	Tonnage.
STEAMERS.	North Star..... 356.21
Arcimedes..... 49.78	Cherubusco..... 225.10
Franklin Moore..... 192.26	BRIGS.
Superior..... 567.17	S F Gale..... 260.24
Nile..... 40.34	Minesota..... 266.82
Seneca..... 92.83	C. J. Hutchinson..... 341.42
PROPELLERS.	Wabash..... 245.00
Forest Queen..... 467.00	Enterprise..... 325.89
Franklin..... 39.32	Montezuma..... 184.63
Robt. N Foss..... 259.49	C B Blair..... 212.36
Montezuma..... 322.63	Mary..... 240.36
Eclipse..... 136.12	F C Clark..... 266.45
F. Follett..... 98.44	Belle..... 276.02
BARQUES.	Robert Hollister..... 272 07
Mary Stockton..... 349.90	Alex Mitchell..... 275.56
Norman..... 345.53	Sandusky..... 225.68
Ocean Wave..... 308.09	Ellen Parker..... 332.93

#### Vessels Enrolled and Licensed in the District of Milwaukee, 1854.

Names.	Tonnage.	Names.	Tonnage.
PROPELLERS		Twin Brothers..... 143	
G W Tift..... 81		Calcutta..... 116	
A Rossiter..... 200		Gazelle..... 104	
BARQUES.		L R Rockwell..... 115	
Badger State..... 491		Baltic..... 96	
BRIGS.		Traveler..... 74	
C J Hutchinson..... 341		Mary..... 10	
Sam Hale..... 293		Indiana..... 11	
David Ferguson..... 320		Active..... 25	
Helfenstein..... 329		Wallero..... 48	
Robert Burns..... 307		Rover..... 35	
Nebraska..... 240		A V Knickerbocker..... 61	
Kirk White..... 184		Major Barnum..... 65	
Racine..... 229		Toledo..... 65	
Ontario..... 130		Emily..... 69	
SCHOONERS.		J Steinhart..... 68	
D O Dickinson..... 333		Henry Clay..... 59	
Fred Hill..... 268		Wayne..... 80	
Norway..... 230		Souvenier..... 64	
Lewis Luddington..... 234		Challenge..... 110	
Congress..... 206		L B Nichols..... 80	
Juniatta Patton..... 260		Charlotte..... 155	



Tonnage.		Tonnage.	
Churubusco	255	Western Star	245
Andromeda	207	C North	151
Tempest	209	Sam Strong	222
W H DeWitt	248	Amelia	20
Charley Hibbard	207	Union	87
Republic	300	Erie	62
C Harrison	187	Active	127
R B Campbell	179	Rambler	137
Henry Hagar	237	Belle City	168
D Newhall	189	Cherokee	203
J T Porter	184	Three Bells	80
E Cramer	160	Gilbert Knapp	197
Napoleon	148	Liberty	54
Josephine Lawrence	110	SLOOPS.	
Albany	144	Ole Bull	66
Kitty Grant	105	Lady Ann	30
Mariner	159	Wunx	40
Emma	159		
Total			11,645.00

## LAKE HURON.

## Vessels Enrolled and Licensed in the District of Michilimackinac, 1854.

	Tonnage.		Tonnage.
STEAMERS.			
Pioneer.....	55.25	Miosha.....	206.56
M L Martin.....	71.05	W A Knapp.....	55.60
Peytona.....	109.24	V Barton.....	47.52
Badger State.....	40.83	PROPELLERS.	
Baltimore.....	513.75	Napoleon.....	181.75
Ward.....	433.55	Manhattan.....	319.60
		Peninsula.....	362.00

Total tonnage.....4,462.62

There are several sail vessels enrolled in the District, but their names we were unable to obtain. The sail tonnage, however, aggregates 2,069.62

## LAKE ONTARIO.

## Vessels Enrolled and Licensed in the District of Niagara---1854.

Tonnage.	Tonnage.
STEAMERS.	Frank Pierce.....160.93
Maid of the Mist.....100.00	Gov. Hunt.....186.70
SCHOONERS.	Niagara.....121.43
Bloomer.....63.21	Montgomery.....68.59
Emblem.....167.31	
Total tonnage.....	868.32

## Vessels Enrolled and Licensed in the District of Genesee---1854

Tonnage.	Tonnage.
PROPELLER.	Commerce.....80.84
Genesee.....128.17	John J. Morley.....144.77
SCHOONERS.	Daniel Webster.....121.25
Free Trader.....46.36	Charlotte.....119.52
Sodus.....58.42	Galloe.....63.76
Challenge.....150.34	
Total tonnage.....	913.63

## Vessels Enrolled and Licensed in the District of Oswego--1854.

Tonnage.		Tonnage.	
STEAMERS.		BRIGS.	
Ontario.....	832	Algomah.....	369
Rochester.....	354	H. Wheaton.....	158
Northerner.....	905	Champlain.....	270
S. Schuyler.....	24	Seminole.....	242
PROPELLERS.		Hampton.....	238
St. Nicholas.....	372	Manhattan.....	143
Cincinnati.....	366	Canton.....	219
Jefferson.....	344	Ashland.....	201
Kentucky.....	366	H. H. Sizer.....	240
Louisville.....	366	Arabian.....	350
N. Robins.....	93	SCHOONERS.	
J. E. Mulford.....	54	Saratoga.....	150
Coaster.....	70	Seneca.....	229
BARQUES.		Fairfield.....	223
Pathfinder.....	325	Cayuga.....	232
Norman.....	345	Queen of the West.....	292
Indiana.....	354	Napoleon.....	150
Danube.....	369	Oregon.....	158
Grance Greenwood.....	377	Robert Wood.....	150
Great West.....	360	Buenavista.....	193
		Comely.....	248

Tonnage.	Tonnage.
Hamilton.....255	Arcadia.....282
Minesota.....216	Cincinnati.....180
Cherokee.....216	Ocean.....257
Coral.....216	Sylph.....181
Saxon.....285	Plymouth Rock.....243
Albion.....215	Merimac.....269
Welland.....198	Belle Sheridan.....265
Scotland.....187	Mellrose.....267
New World.....85	Australia.....151
Isaac Walton.....24	Potomac.....191
Josephene.....132	A. L. Hoselton.....226
Toledo.....136	Raleigh.....219
Enterprise.....24	Empire State.....257
Isabel.....88	Hungarian.....364
Somerset.....116	Carrington.....275
Pilot.....124	Oriental.....270
Gem.....85	Thornton.....355
Gazelle.....93	Syracuse.....301
J. E. Rodger.....76	Ottawa.....59
R. F. Willson.....63	Isabella.....59
Constitution.....52	Sodus.....58
H. Doviell.....67	Nightengale.....59
Wayne.....80	Anawm.....88
Acorm.....125	Lafayette.....111
Liverpool.....126	Caroline Ames.....142
Western.....122	Galloe.....38
Oregon.....142	Sirius.....266
Albany.....107	Roman.....207
Little Sodus.....43	Henry Clay.....173
G. S. Weeks.....116	D. Williams.....82
Argyle.....104	T. Wiman.....196
Carlton.....135	Colerain.....212
Young Leopard.....105	Conquest.....183
W. S. Malcome.....120	J. B. Collins.....71
Austria.....114	Maple Leaf.....299
Hudson.....128	J. Harbridge.....159
John Oades.....143	Virginia.....170
Charles Smith.....49	Wave.....52
L. Goler.....95	Pierpont.....182
New Haven.....34	Charles Crooks.....148
Andover.....190	
Total tonnage.....	24,611

## Vessels Enrolled and Licensed in the District of Oswegatchie--1854.

	Tonnage.		Tonnage.
STEAMERS.		BRIGS.	
O. S. Howard	63.39	May Flower	209.21
Cataract	577.29	SCHOONERS.	
Bay State	934.67	Sky Lark	146.56
Niagara	473.33	S. P. Johnson	62.05
New York	995.02	Northerner	92.20
BARQUE.		Rio Grand	252.00
City	340.70	Magnet	63.36
Total tonnage		4209.87	

## Vessels Enrolled and Licensed in the District of Cape Vincent--1854.

Tonnage.		Tonnage.	
PROPELLERS.		Mountaineer	201.38
Bay State	372.4	Patrick Henry	196.33
BARQUES.		Reindeer	233.59
Clayton	381.5	Oneida Chief	266.48
America	347.53	Utica	157.11
Waverly	344.57	Marshfield	282.88
Northern Light	366.18	Fairfield	223.8
Sovereign of the Lakes	366.18	Allegan	103.70
BRIGS.		Mary	47.60
New York	303.77	Nekick	39.75
Iroquois	256.90	P. P. Gage	109.54
SCHOONERS.		SLOOPS.	
Flying Cloud	367.10	Grey Hound	59.23
Montezuma	276.40	Eagle	41.62
Total tonnage		5,143.46	

## Vessels Enrolled and Licensed in the District of Sackets Harbor--1854.

Tonnage.	Tonnage.
BARQUES.	Orion.....148.59
Sonora.....368.32	Fashion.....56.56
Col E. Camp.....356.42	J. C. Riggs.....171.52
SCHOONERS.	Mary.....47.60
A. Ford.....257.06	Orin.....50.52
White Pigeon.....47.19	Utioa.....25.66



	Tonnage.		Tonnage.
Mobile.....	121.39	Major Kirby.....	
Minerva.....	110.33		
Total tonnage.....			1,816.79

## LAKE CHAMPLAIN.

## Vessels Enrolled and Licensed in the District of Vermont, 1854.

	Tonnage.		Tonnage.
<b>STEAMERS.</b>			
Canada.....	717.67	Oregon.....	47.69
American.....	681.02	Mariner.....	41.00
Saranac.....	331.39	Argus.....	51.82
Boston.....	218.53	Joseph Blake.....	44.60
United States.....	566.79	E. R. Bussing.....	47.00
Burlington.....	482.33	S. A. Johnson.....	40.82
Empire.....	125.00	Empire.....	50.80
John Gilpin.....	100.00	Hanison Stephens.....	42.58
Jenny Lind.....	100.00	John Tyler.....	41.58
Boquett.....	150.00	Nailer.....	43.03
<b>PROPELLERS.</b>			
Ethan Allen.....	300.00	D. R. Ferris.....	45.66
James H. Hooker.....	285.00	Columbia.....	50.50
<b>BARGE.</b>			
Henry Mayo.....	178.81	Isaac Nye.....	37.65
<b>SCHOONERS.</b>			
Fortress.....	52.87	Eagle.....	48.80
Daniel Webster.....	114.69	J. D. Kingsland.....	49.02
Glass Maker.....	52.65	John Bradley.....	45.28
Swiftsure.....	55.46	A. B. Kingsland.....	45.09
J. W. Brown.....	43.07	Valeour.....	42.79
Sarah Ellen.....	40.22	M. Bradley.....	47.93
<b>SLOOPS.</b>			
Joseph Clark.....	91.91	J. S. Bussing.....	44.30
A. M. Clark.....	85.47	Hudson.....	38.71
Swallow.....	61.51	P. T. Davis.....	45.67
<b>LAKE AND CANAL BOATS.</b>			
E. Kingsland.....	40.08	Wm. Fanell.....	39.47
H. W. Catlin.....	44.33	Growler.....	49.60
Northman.....	42.90	Mike.....	47.44
		S. Barker.....	36.31
		Commodore.....	49.05
		C. Boardman.....	41.09
		John Jackson.....	43.54
		Total tonnage.....	5,081.68

## Vessels Enrolled and Licensed in the District of Champlain, 1854.

	Tonnage.		Tonnage.
<b>STEAMERS.</b>			
Francis Saltus.....	372.94	Niagara.....	54.70
<b>LAKE AND CANAL BOATS.</b>			
W. P. George.....	40.87	Sorel.....	54.00
A. B. Kingland.....	45.09	Saranac.....	54.06
Ausable.....	55.55	Michigan.....	55.06
St. Regis.....	53.00	La Grape.....	51.79
Richelieu.....	53.00	St. Lawrence.....	50.32
Erie.....	53.47	Oswegatchee.....	51.77
Ottawa.....	50.00	Boquette.....	53.00
Champlain.....	54.50	Anabel.....	43.18
		Rollin E. Bascom.....	47.30
		C. Boardman.....	42.26
Total Tonnage.....			1,336.21

RECAPITULATION.  
BUFFALO CREEK.

	Tonnage.
16 Steamers.....	18,917.28
44 Propellers.....	19,564.11
4 Barques.....	2,514.70
28 Brigs.....	7,490.94
83 Schooners.....	16,555.74
Total.....	65,042.87

## PRESQUE ISLE.

5 Steamers.....	4,722.00
1 Barque.....	460.00
4 Brigs.....	844.00
21 Schooners.....	3,054.00
Total.....	9,085.00

## CUYAHOGA.

4 Steamers.....	1,971.85
11 Propellers.....	4,074.94
14 Brigs.....	3,564.63
72 Schooners.....	13,256.81
5 Barques.....	1,762.31
1 Sloop.....	14.78
50 Scows.....	3,158.68
Total.....	27,782.25

## SANDUSKY.

3 Steamers.....	306.78
27 Schooners.....	3,890.77
19 Scows.....	1,025.18
Total.....	5,222.78

## MIAMI.

1 Brig.....	212.00
16 Schooners.....	3,224.00
Total.....	3,436.00

## DETROIT.

46 Steamers.....	20,070.77
18 Propellers.....	4,585.43
3 Barques.....	1,025.45
10 Brigs.....	2,441.28
111 Schooners.....	10,551.07
15 Scow Schooners.....	628.36
16 Scows.....	775.86
45 Sloops.....	938.25
Total.....	41,016.59

## CHICAGO.

5 Steamers.....	942.48
6 Propellers.....	1,323.10
5 Barques.....	1,584.88
24 Brigs.....	6,338.87
100 Schooners.....	15,271.66
3 Scows.....	238.72
1 Sloop.....	22.06
Total.....	25,721.92

## MILWAUKEE.

2 Propellers.....	281.00
1 Barque.....	491.00
9 Brigs.....	2,373.00
59 Schooners.....	8,364.00
3 Sloops.....	136.00
Total.....	11,645.00

## MICHILMACKINAC,

9 Steamers.....	1,529.55
3 Propellers.....	863.40
10 Sail Vessels.....	2,069.62
Total.....	4,462.62

## NIAGARA.

1 Steamer.....	100.00
6 Schooners.....	768.32
Total.....	868.32

## GENESEE.

1 Propeller.....	128.17
8 Schooners.....	785.46
Total.....	913.63

## OSWEGO.

5 Steamers.....	2,537.00
8 Propellers.....	2,031.00
6 Barques.....	2,130.00
10 Brigs.....	2,430.00
91 Schooners.....	15,483.00
Total.....	24,611.00

## OSWEGATCHIE.

5 Steamers.....	3,043.75
1 Barque.....	340.70
1 Brig.....	209.21
5 Schooners.....	616.22
Total.....	4,209.93

## CAPE VINCENT.

1 Propeller.....	372.04
5 Barques.....	1,805.61
2 Brigs.....	560.72
13 Schooners.....	2,304.14
2 Sloops.....	100.85
Total.....	5,143.43



## SACKETS HARBOR.

2 Barques .....	724,74
11 Schooners .....	1,092,05
Total .....	1,816,79

## VERMONT.

10 Steamers .....	3,452,83
2 Propellers .....	585,00
1 Barge .....	178,81
6 Schooners .....	359,11
3 Sloops .....	238,91
32 Lake and Canal Boats .....	1,326,87
Total .....	5,081,68

## CHAMPLAIN.

1 Steamer .....	372,94
19 Lake and Canal Boats .....	963,22
Total .....	1,336,21

## GRAND TOTAL FOR 1854.

No.	Tons.	Valuation.
110 Steamers .....	57,961	\$3,987,000
97 Propellers .....	33,732	
33 Barques .....	12,839	1,856,000
101 Brigs .....	25,901	
639 Schooners .....	97,641	4,342,000
216 Sloops and Scows .....	9,760	
1190	237,830	\$10,185,000

## GRAND TOTAL FOR 1849.

No.	Tons.	Valuation.
95 Steamers .....	38,942	\$3,380,000
45 Propellers .....	14,435	
5 Barques .....	1,645	950,000
93 Brigs .....	21,330	
548 Schooners .....	71,618	3,538,000
128 Sloops and Scows .....	5,484	
914	153,454	\$7,868,000

## INCREASE IN FAVOR OF 1854.

No. 276.	Tons, 84,376.	Value, \$2,317,000
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## Vessels now on the Stocks and to be in Commission in 1855.

We have compiled the following Statement of the number and class of Vessels now on the stocks at the several Lake ports, from returns received in answer to a Circular we addressed to the Ship-builders at those points. As yet we are without returns from several ports, but sufficient is given to show that the amount of tonnage to come out next spring, will fall far short of that in 1854.

## BUFFALO.

At Messrs. JONES yard, there are four vessels now on the stocks; one barque of about 400 tons, for Captain Glass; two schooners of 300 tons each, for Hiram Niles, and other parties; and one schooner of 330 tons for Capt. M. Dimick.

At Messrs. BIDWELL & BANTA's yard, the only new vessel on the stocks, is a large wrecking propeller, of about 200 tons burthen. She is to have two Engines from

Shepard's Iron Works, and will, we understand, be a very powerful vessel.

At E. K. BRUCE's yard, adjoining Bidwell & Banta's, there is a schooner of 350 tons, and a scow schooner of 250 tons, on the stocks.

SIMS & BROTHER, are building a tug of about 100 tons burthen, on the canal, which will be out early in the spring. Total tonnage, 2,230.

## CLEVELAND.

Mr. MOSES is building for Chisholm & Moses, a freight steamboat, 30 feet beam, 12 feet hold, 200 feet long, and of 600 tons burthen. Also a propeller of 500 tons, for Buffalo owners.

CHARLES HINTON is building for Joseph Greenhalch, a steam tug of 90 tons.

STEVENS & PRESLEY, two schooners, one of 400 tons, for themselves; and another of 275 tons for Capt. Dowling.

LAFFRINIER & STEVENSON, two schooners of 375 tons each, one for themselves; and the other for Mr. Baldwin, of Oswego.

R. CALKINS, for R. K. Winslow, is building a schooner of 380 tons. Mr. Calkins is also repairing the schooner Milwaukee Belle, putting in four inch arches, and 40 diagonal knees.

QUAYLE & MARTIN. 380 ton brig, for Lacey & Clark.

Total tonnage on the stocks here 3,655.

## IRVING, N. Y.

At the yard of CHARLES STEVENS, one sail vessel, of 260 tons. The schooners Stranger, Com. Chancey, and Brigham, are at the same yard, re-building.

## BLACK RIVER, OHIO.

At the yards at the above point, there are two schooners of about 360 tons each, on the stocks, and one of 375 tons.

## ASHTABULA, OHIO.

At WILLIAM LENT's yard, there is a vessel of 250 tons burthen, building for H. Hubbard & Co., and one of 350 tons for Harmon & Pratt

## VERMILLION, OHIO.

There are building at this point, two vessels, one of about 230 tons, and the other of about 250 tons.

## MILAN, OHIO.

There are on the stocks at Milan, some



eight schooners, averaging about 275 tons, each, and one scow schooner of 120 tons.

#### HURON, OHIO.

F. D. KETCHUM is building one schooner of 370 tons, and one of 200 tons. There will also probably be two more vessels commenced this winter.

#### KELLEY'S ISLAND.

There is building, on Kelley's Island, a small steamboat, of about 200 tons, for the Island trade.

#### DETROIT.

The only vessel on the stocks at Detroit, at the close of 1854, was a schooner, of about 275 tons, at the yard of Mr. WOLVERTON. The new propeller, for J. L. Hurd & Co.'s north shore line, was launched late in the fall, and will be out on the opening of navigation.

#### CLAYTON, N. Y.

At this point there were no vessels on the stocks on the 1st of January, 1855, though it was understood one sail vessel would be commenced this winter.

#### POINT PENINSULAR.

ASA WILCOX is building one schooner, of about 375 tons, which is expected to be out in the spring.

#### SACKET'S HARBOR.

The only vessel building at this point is a schooner, of about 375 tons burthen, by Capt. CANFIELD.

#### EAST SAGINAW.

Messrs. SMITH & WHITNEY will probably commence building a schooner, at their yard at East Saginaw, during the present winter.

#### MILWAUKEE.

Capt. JONES is building a small lumber vessel, of about 140 tons, to be out in the spring; and Capt. BARBER has a small vessel, of about 110 tons, on the stocks.

#### SHEBOYGAN.

Mr. GILSON is building, at his yard, a schooner of 400 tons, for Gardner & Co., of Chicago. He is also adding twenty-five feet to the schooner Mary. Messrs. BEAUPRE & Co. are building a schooner, of 140 tons burthen, for Wilson & Whittemore, of Michigan City. J. S. HARVEY contemplates building a schooner, during the coming spring, and Messrs. KIRKLAND & LYMAN

intend building a propeller this winter, for the accommodation of shippers at that port.

#### MANITOWOC.

There are three schooners on the stocks at the present time, that will average 125 tons each, which will all be out in the spring.

We have also received a number of letters in reply to our circulars, from shipbuilders at different points on the lakes, which state that the yards in their neighborhood are all idle, the scarcity of money preventing a large number of parties from building this winter.

The following is a list of the steamers, propellers and sail vessels, with their tonnage and where built, on the lakes during the year 1854, so far as we have been able to obtain them:

STEAMERS.	Where built.	Tonnage.
Plymouth Rock.....	Buffalo.....	1,991.13
Western World.....	".....	2,002.42
North Star.....	Cleveland.....	1,106.73
Illinois.....	Detroit.....	926.72
R R Elliott.....	Newport.....	321.29
Maid of the Mist.....	Lewiston.....	100.00

Total Steam tonnage.....6,448.39

PROPELLERS.		
Oriental.....	Buffalo.....	950.25
Toledo.....	".....	585.25
Sun.....	".....	629.32
Omar Pasha.....	".....	343.81
Hamilton Morton.....	".....	144.55
Wm. Peck.....	".....	172.75
Little Eva.....	".....	20.00
Mount Vernon.....	Huron.....	577.77
Plymouth.....	Cleveland.....	846.40
Ottawa.....	".....	300.00
Robert N Foss.....	".....	260.00
Dick Tinto.....	".....	205.00
Genesee.....	Rochester.....	128.17

Total Propeller tonnage.....5,163.47

BARQUES.		
Great West.....	Buffalo.....	765
Emely J Roelofson.....	".....	385
Col E Camp.....	Sackets Harbor.....	360
Sonora.....	".....	368
Sunshine.....	Saginaw.....	516
Jesse Hoyt.....	".....	472
American Republic.....	Erie.....	460
Black Warrior.....	Cleveland.....	380
B S Shepard.....	".....	509
Republic.....	Clayton.....	392
White Squall.....	".....	317
Clayton.....	".....	430
Great West.....	Oswego.....	375

Total Barque tonnage.....5,729

BRIGS.		
J J Audubon.....	Cleveland.....	371
Black Warrior.....	".....	384
John G Deshler.....	".....	373
N M Standart.....	".....	480
Black Hawk.....	Ohio City.....	380
Julia Dean.....	Cleveland.....	498
Empire State.....	Buffalo.....	396
Geneva.....	Chicago.....	210
Fanny Gardiner.....	Pensaukee.....	327
Gladiator.....	Black River.....	210
John H Harmon.....	Detroit.....	301

Total Brigs tonnage.....3,930



SCHOONERS.	WHERE BUILT.	TONNAGE.
Iowa	Cleveland	369
Fulton	"	360
Kenosha	"	377
Phalarope	"	371
Garden City	"	329
Twin Sister	"	275
Twin Brother	"	283
S Robinson	"	312
Star of the North	"	287
Wings of the Morning	"	340
John B Wright	"	384
D W Solloway	"	11
Happy Go Lucky	"	15
Arab	Buffalo	344
Cairo	"	355
G M Chapman	"	318
Hurricane	"	331
Little Belle	"	158
Maple Leaf	"	299
Nautilus	"	306
Republic	"	300
Harriet Ross	"	229
Three Bells	"	305
Energy	"	293
Richard Mott	"	296
Robert Bruce	"	313
Autocrat	Irving	364
Grand Turk	"	336
Clifton	"	165
B F Wade	Ashtabula	173
E G Gray	"	170
Berlin	Milan	270
Thos Dyer	"	300
Flora Watson	"	290
J B Shaw	"	290
Live Yankee	"	260
Marquette	"	283
Echo	"	254
International	Huron	389
C C Griswold	Vermillion	360
N P Goodell	Fairport	220
Andrew Scott	Erie	222
Wm Arbuckle	"	160
M L Collins	Toledo	304
Ottoca	"	170
Honest John	Chicago	117
Levant	"	164
H Y Atrill	"	36
Curlew	Racine	275
Pacific	"	80
D O Dickinson	Milwaukee	384
Fred Hill	"	268
C Harrison	"	187
Charley Hibbard	"	209
Josephene Lawrence	"	135
Napoleon	"	156
Norway	"	230
Souvenir	"	64
Milwaukee Belle	"	370
Walton	"	48
Myra	"	100
Stronach	"	160
Lewis Luddington	Sheboygan	240
C North	"	150
Charlotte	"	156
Western Star	"	245
Stella	Two Rivers	180
T G Scott	Pt Huron	96
Clipper City	Manitowoc	185
Transit	"	120
Conquest	Eighteen Mile Creek	183
Gov Hunt	"	184
Greyhound	Clayton	120
P P Gage	Cape Vincent	109
Plymouth Rock	Oswego	243
New World	"	85
Coleraine	"	212
D Williams	"	80
Wayne	"	80
Young America	"	331
Frank Wilder	Michigan City	50
Home	Black River	91
Peoria	"	238
Gladiator	"	170
Pride	Sandusky	70
Helen Kent	Detroit	142

Henrietta	Holland Colony	81
Kitty Grant	Milwaukee	105
Total Schooner tonnage		19,469

Total Steamer tonnage	6,448.39
" Propeller "	5,163.47
" Barque "	5,729.00
" Brig "	3,930.00
" Schooner "	19,469.00
Grand Total	40,739.86

### Marine Disasters, and Loss of Life and Property on the Lakes for 1854.

We give below a Statement of Marine Disasters during the past year, together with the loss of life and property consequent thereupon. It has been prepared by Captain E. P. DORR, Marine Inspector of the Buffalo Mutual Insurance Company, who has spared no pains or expense in obtaining the most accurate and reliable data. This statement shows an enormous increase in the amount of losses for 1854, as compared with previous years. Returns received from several points, are not as full as could have been desired, but the list is believed to be as correct as it was possible to make it, though the aggregate loss, as appears by that table, is undoubtedly far below the actual amount.

The loss of life in 1854 was	119
In 1853	81
In 1852	296

which shows an increase as compared with 1853, though a large decrease as compared with 1852.

The loss of property for the past three years compares as follows:

1852	\$ 992,659
1853	874,143
1854	2,187,825

showing the enormous increase in 1854, as compared with 1853, of \$1,313,682. This statement will be found valuable to those engaged in the commerce of the lakes, as well as others, for present use, and future reference.

	Loss of Life & Property.
January—Steamer America, stranded on the Rocks in Dunkirk Harbor,	\$10,000
April—Scow-Schooner Star, sunk in Detroit River, cargo, stone,	3 1,000
Schooner Seventy-Six, beached at New Buffalo, Lake Michigan,	1 600
Schooner President, beached at Muskegan, Lake Michigan,	800
Schooner Maine, beached at Muskegan, Lake Michigan,	400
Schooner Traveller, beached at Muskegan, Lake Michigan,	300
Schooner Baltic, beached at Muskegan, Lake Michigan,	300



Schooner Henry Clay, lost one man overboard off Muskegan,	1		Schooner Wm Sturges lost foremast and made Chicago,	1,500	
Steamer Traveller, broke her shaft on Lake Michigan,	1,200		Propeller H A Kent loaded with merchandize, took fire, burned and sunk off Gravelly Bay, Lake Erie,	100,000	
Brig Caroline, lost centre-board, and damaged spars and sails, Lake Michigan,	1,000		Steamer Garden City, sunk near De Tour, Lake Michigan, machinery and boat, total loss,	50,000	
Brig Minnesota, driven against breakwater at Chicago,	4,000		Schooner S A Green, capsized on Lake Ontario,	1,000	
Brig F. C. Clark, sprung a leak in Lake Michigan, put back to Chicago, damaged cargo,	3,600		Schooner Buttles, sprung a leak, and sunk on Bar Point, Lake Erie,	1,000	
Schooner Fashion, sprung a leak on Lake Michigan, lost sails, and otherwise damaged,	1,200		Steamer Detroit and Bark Nucleus, collided in Saginaw Bay, during thick fog, Steamer sunk in 30 fathoms of water,	25,000	
Schooner Rocky Mountain, beached at Grand River, Lake Michigan,	300		Steamer Traveller and Brig Kirk White, collided on Lake Michigan, during fog,	300	
Schooner Equator, beached near Sheboygan, Lake Michigan,	1,500		Schooner Hurricane, ashore on Long Point, C W, Lake Erie,	5,000	
Schooner Sam Strong, struck by lightning on Lake Michigan,	200		Schooner E M Lyon, ashore on Long Point, C W, Lake Erie,	5,000	
Schooner North Yuba, beached at Sheboygan, Lake Michigan,	1,000		Schooner Citizen, lost foremast off Long Point, C W, Lake Erie,	300	
Schooner Twin Brothers, beached at Milwaukee,	3	700	Schooner Dewitt, collided with above vessel on Lake Erie,	1,000	
Schooner Whirlwind, lost three men off scow, loading at Manistee,	3		Scow Schooner Rocky Mountains, beached at Grand River, Lake Michigan,	600	
Schooner Merchant, water-logged off Chicago,	5	2,200	Schooner Fisher, lost man, Straits of Mackinaw,	1	
Schooner Arrow, driven against breakwater at Chicago,	3	2,000	Propeller Montezuma, sprung a leak off Manistee, Lake Michigan, jettied cargo,	7,000	
Schooner Rocky Mountain, driven against breakwater at Chicago,		2,000	Steamer Fashion, broke shaft, Lake Michigan,	1,000	
Schooner Maine, driven against breakwater at Chicago,		4,000	Brig Globe, struck by lightning in Chicago Harbor,	300	
Schooner P Hayden, driven against breakwater at Chicago,		4,400	Schooner Calcutta, lost man overboard off Twin River, Lake Michigan,	1	
Schooner Lizzie Throop, driven against breakwater at Chicago,		2,100	Schooner Melrose, dismasted off Point Betsey, Lake Michigan,	500	
Brig O. Richmond, driven against breakwater at Chicago,		5,000	Schooner Fashion, damage, cargo Wheat, Lake Erie,	1,800	
Brig Mary, lost anchors and chains, split sails, &c., off Chicago,		1,500	Schooner Potomac, ashore at Sodus Bay, cargo Wheat,	8,000	
Steamer America, ashore at Point au Pelee, Lake Erie,		20,000	Schooner Convoy, sprung a leak, Lake Erie, and returned to Detroit for repairs,	600	
Propeller Iowa, broke her shaft and returned to Buffalo,		1,500	Bark Northern Light, ashore on Long Point, Lake Ontario,	800	
Schooner Adelia, foundered on Lake Ontario, all hands lost,	5	6,000	June—Schooner Mansfield, ashore on Snake Island, Lake Ontario,	600	
Scow-Schooner Virago, beached at Sandusky, total loss,		2,000	Steamer Fashion, ashore near Chicago,	5,000	
Brig H. Wheaton, ashore at head of Lake Ontario,		1,600	Brig J Y Scammon, ashore at South Manitou, Lake Michigan,	3,000	
Propeller Dayton, ashore at Cobourg, C. W., Lake Ontario, jettisoned, flour, to get off,		1,000	Schooner Petrel, capsized, lost and all hands on Lake Michigan,	4	2,500
Propeller Princeton, while in the ice, sunk off Barcelona, with a full load of merchandize, bound up,		200,000	Schooner — (New), ashore at Manitowoc, Lake Michigan,	200	
Propeller Clifton, ashore at Point aux Barks, Lake Huron,		2,000	Schooner Albion, ashore on East Sister, Lake Erie,	5,000	
Schooner Dahlia, ashore at East Sister, Lake Erie, jettisoned, corn,		700	Steamer Gen Harrison, ashore near Chicago, Lake Michigan,	5,000	
Schooner Rebecca, ashore at head of Lake Erie, jettisoned, cargo		2,300	Propeller Bucephalus, struck a rock and filled at Lexington, Lake Huron,	15,000	
Schooner Robert Wood, water-logged and capsized off Dunkirk, Lake Erie,		2,000	Brig Fashion, damage, cargo Grain,	500	
Schooner D W Church, a shoreat Vermilion, Lake Erie,		6,000	Brig Andes, damage sails, spars, and rigging in gale,	1,500	
Propeller General Taylor, ashore in Dunkirk Harbor, on rocks,		3,000	Propeller Sciota, damage cargo on Lake Huron, gale wind,	1,000	
Propeller Indiana, against the pier at Cleveland, badly damaged,		1,500	July—Schooner Australia, struck by lightning on Lake Erie,	500	
Schooner Sylph, ashore on Long Point, Lake Erie, jettisoned, cargo,		1,000	Schooner Duke, sunk off Toronto, cargo Pig Iron,	6	12,000
Schooner Emblem, ashore at head of Lake Ontario,		500	Schooner Virginia Purdy, struck by lightning, Lake Michigan,	500	
Steamer Niagara, struck a rock at the head of Lake Erie, and went into dock for repairs,		3,000	Schooner A Scott, sprung a leak on Lake Ontario, jettied, 200 bars Rail Road Iron, and made port,	3,500	
Schooner Nile, damaged by ice in St. Clair River,		650	Propeller Young America, struck a rock and sunk in St. Lawrence River, loaded with Corn,	20,000	
Schooner America, damaged against pier at Ashtabula,		500	Schooner Water Witch collided with Propeller New England, Detroit River—the Schooner sunk,	5,000	
Brig Oleander, partially dismasted, &c., Detroit River,		700	Propeller Boston, collided with Schooner — off Oak Orchard, Lake Ontario—the Propeller sunk in deep water,	35,000	
May—Schooner Wm F Allen, sunk near Malden, C W,		3,000	Schooner Excelsior, ashore at Sleeping Bear, Lake Michigan,	500	
Propeller Sun, ashore on Point Aux Pelee Island, jettisoned, iron,		1,000	Schooner H N Gates, ashore at Pier Marquette, Lake Michigan,	5,000	
Steamers Novelty and Canadian collided on Bay Quinte, Lake Ontario. The latter boat ran ashore to save sinking, no lives lost,		2,000	Brig Giddings, sprang a leak, and returned to Barque Fame, sprang a leak and returned to Buffalo for repairs—cargo Rail Road Iron,	1,000	



Buffalo for repairs—cargo Rail Road Iron,	1,500	Schooner Gage, ashore at Manistee, Lake Michigan,	500
Schooner Marquette, ashore in Skillagalee, Lake Michigan, jettisoned cargo, Oats,	5,000	Propellers Oliver Cromwell and Northern Michigan, collided at head of Lake Erie,	20,000
Schooner Suffolk, sunk in St Lawrence River loaded with Rail Road Iron—repaired at Ogdensburg,	2,000	Brig D Ferguson and schooner Grand Turk, collided head of St. Clair River,	1,000
Schooner Carlton, damaged hull and cargo, salt and plaster, by collision with Schooner Meridian near mouth Welland Canal, Lake Erie,	750	Propeller Troy, burst her boiler off Chicago, Lake Michigan,	1,000
Schooner Hope, damaged cargo grain, by springing a leak on Lake Erie,	300	Brig Ocean, ashore on East Sister,	2,000
August—Brig Mechanic, split sails, disabled, and returned to Buffalo for repairs,	1,000	Schooner ———, towed into Toronto, leaking and disabled, loaded with railroad iron,	2,000
Brig Standart, split sails, lost anchor and chain and towed into Buffalo for repairs,	1,000	Schooner C P Williams, lost foremast head, and split sails on Lake Michigan,	1,000
Schooner William, against breakwater at Buffalo, filled, &c.,	1,000	Schooner J Ross, drifted foul of the schooner Trenton at anchor in St Clair River, and sunk,	1,000
Barque Fame, sprung a leak, and returned to Buffalo for repairs,	4,000	Steamer Southern Michigan, lost one wheel on Lake Erie,	2,000
Steamer Alabama, sprung a leak, and sunk near Buffalo,	10,000	Steamer Queen City, broke arches, came to Buffalo for repairs,	3,000
Propeller Baltic, ashore on Middle Island Reef, Lake Huron, lighted and hauled off,	2,000	Propeller Eclipse, ashore at Michigan City, in gale on Lake Michigan,	1,100
Steamer Northern Indiana, sprung a leak, and went into dock at Detroit for repairs,	5,000	Propeller Westmoreland, ashore on Windmill Point, C W, Lake Erie,	500
Steamer Northerner, broke walking-beam and machinery on Lake Ontario,	7,000	Steamer Fashion, ashore near Kewaunee, Lake Michigan,	2,000
Schooner Hudson, sunk near Conneaut, Lake Erie,	4,000	Schooner Luther Wright, ashore on Lake Michigan, jettisoned deck load shingles	500
Steamer Illinois, broke machinery on Lake Huron, and towed to Detroit by U S Steamer Michigan,	2,500	Schooners A Ford and Consuelo, collided near Mackinaw, Lake Huron,	300
Propeller Bucephalus, ashore on Point au Pelee reef, lighted off,	200	Schooner Island Queen, ashore at Erie, loaded iron and ore,	500
Schooner T G Scott, capsized off Thunder Bay, Lake Huron, loaded with lumber—towed to Detroit,	1,000	Brigs Caroline and Bemis, collided near head of Lake Erie; latter sunk, loaded with coal, in deep water,	7,000
Barque City of Rochester, struck by lightning at Chicago,	600	Schooner Aurora, ashore at Port Dalhousie, Lake Ontario,	500
Schooner Aerial, ashore in East Sister's Reef, Lake Erie, jettisoned cargo to get off,	5,000	Schooner Citizen in gale wind, Lake Erie, jettisoned deck load black walnut lumber,	1,000
Steamer John Munn, sunk in River St. Lawrence,	15,000	Brig Mahoning, damaged sails, etc., and put into Gravelly Bay, Lake Erie,	300
Schooner Saratoga, loaded with salt, sprung a leak, and put into Sodus, Lake Ontario,	500	Scow schooner Pacific, ashore at Black Rock harbor,	300
Schooner Belle City, lost part deck load of fanning mills, destined for California,	1,000	Schooner Storm, against breakwater and filled loaded with lumber,	200
Brig Giddings, sprung a leak and returned for repairs, Lake Erie—cargo Rail Road Iron,	1,500	Schooner Cambria, jettisoned deck load staves Lake Erie,	300
Brig Shakespeare, ashore in Detroit River,	125	Steamer G. Moffatt, [Canadian] damaged in gale, and put into Cleveland for repairs,	500
Schooner Christina, partially dismantled on Lake Ontario,	1,200	Schooner North Carolina, dismantled and water-logged off Erie,	1,000
Schooner Magnolia and Brig Boston, damaged with apparatus for raising steamer Erie,	3,000	During the September line gale, schooners Melrose, Tuscola, Mansfield, Oriental, Aldebaran and Robert Emmett, and some others, lost sails and damaged spars and rigging, on Lake Huron, put back in St. Clair river, and repaired damages,	2,000
September—Schooner Harriett Ross, ashore on Long point, Lake Erie, lighted off,	3,000	Schooner Belle City, ashore at Presque Isle, Lake Huron, jettisoned 180 bbls. salt to get off,	1,000
Steamer Western World sunk schooner E C Williams at dock in Buffalo,	2,000	Brig Roscius, on a reef in Detroit river, filled with water, loaded with stone,	1,500
Propeller Ogontz, loaded with merchandise, sprang a leak and put into Sandusky; cargo damaged,	3,000	Brigs John G. Deshler and Ocean Wave, damaged in a collision and put in for repairs,	1,500
Schooner Major Barnum, ashore at Two Rivers, Lake Michigan,	500	Brig Racine, ashore and damaged hull, sails and rigging,	900
Schooner Navigator, ashore at St. Joseph,	2,500	Schooner Sacramento, sprang a leak and towed into Erie,	1,500
Schooner Frank Moore, dismantled in Lake St Clair,	300	Brig Hutchinson, damaged cargo in upper Lake,	500
Brig New York, partially dismantled on Lake Ontario,	500	Brig S F Gale, damaged hull and cargo on the Flats, in jam,	1,000
Propeller Cincinnati, broke shaft at Sandusky, Lake Erie,	500	Schooner Gem, damaged her cargo in upper Lake,	600
Schooner Fred Hill collided with a propeller on Lake Erie,	500	October—Bark Fame, ashore near Goderich, Lake Huron, C W,	27,000
Steamer Illinois, ashore on Thunder Bay Island, jettisoned whole cargo to get off,	25,000	Schooner Nautilus, lost on Chicago bar, with cargo salt,	16,000
Propeller Illinois and steamer Pacific collided on Lake Michigan,	6,000	Steamer E. K. Collins, burned at mouth of Detroit river,	23 100,000
Schooner Buckingham, ashore on Long Point, Lake Erie, jettisoned cargo salt to get off,	2,000	Barque Canada, lost sails and rigging, and damaged hull and cargo in Lake Huron gale,	7,500
Brig Isabella, ashore at Fairport, Lake Erie	500	Schooner J W Brown, jettisoned 500 bbls salt during gale on Saginaw Bay,	750
Steamer Lady Elgin, struck a rock and sunk at Manitowoc, Lake Michigan,	12,000	Propeller Mt Vernon, reported damage to hull by working during gale on Lake Huron,	6,000
Schooner Abiah, capsized off Sheboygan, Lake Michigan,	9,000	Brig Sandusky sprang a leak, put into Manitou Island, Lake Michigan,	1,000
Schooner N G, dismantled and towed into Pt. Burwell, Lake Erie,	300	Propeller Sciota, damaged rudder and towed to Detroit,	500
Propeller Brunswick and brig N M Standart, collided off Kelley's Island, Lake Erie,	2,000		



Schooner Traveller, damaged sails and hull in gale wind on Lake Huron,	300	Schooner Roanoake, ashore near Muskegan, captain and three men lost,	4	1,000
Barque Leander, sprung a leak on Lake Huron, put in for repairs,	500	Brig Audubon and Schooner Defiance collided and both sank in deep water on Lake Huron,		60,000
Schooner E Cramer, lost deck load potatoes on Lake Michigan, washed off,	500	Steamer Plymouth Rock, a foul of Schooner S A Green, at the mouth of Buffalo Harbor,		100
Schooner Sparta, lost sails and deck load of lumber, put into Milwaukee,	500	Brigs Cortland and Helfenstein, collided off Presque Isle, Lake Huron,		1,000
Schooner Sophia, lost with cargo of supply goods in Georgian Bay, Lake Huron,	6,060	Schooner Herald, thrown on her beam-ends during a gale on Lake Huron, lost part of her deck load, stone for Sault Ste. Marie,		800
Schooner Harrison, water-logged and capsized off Erie, loaded with staves,	3,000	Schooner R. B. Campbell, ashore at Point Betsey, Lake Michigan, got off and repaired,		2,000
Schooner Fashion, in gale wind on upper Lake, lost deck load pig lead,	1 1,000	Schooner Denmark, ashore at mouth of Detroit River, jettisoned deck load and part of cargo, salt,		500
Schooner Alpha, ashore at De Tour, Lake Huron, loaded with powder and stone for copper region,	7,000	Schooner White Cloud, in gale on Lake Erie, lost some spars, sails, and rigging, damaged hull, &c.,		1,100
Propeller Brooks, broke machinery and towed to Buffalo,	500	Brig Oleander, damaged cargo, corn, on Lake Huron,		700
Schooner Energy and cargo grain lost at Little Traverse Bay, Lake Michigan,	1 27,000	Brig Lowell, sprung a leak in Lake Michigan, returned to Chicago for repairs,		250
Barque Great West, partially dismantled, lost canvass and rigging, on Lake Michigan,	6,000	Schooner Stella, damaged cargo in Upper Lakes,		400
Schooner Comely, in gale wind on Lake Erie, jettisoned deck load salt,	300	November—Brig Ashland, ashore on Point au Pelee, Lake Erie,		11,000
Schooner Consuelo, in gale damaged cargo of wheat,	1,500	Steamer May Queen, broke shaft, and towed in,		1,000
Schooner J B Wright, ashore and totally lost on east side Lake Michigan,	25,000	Propeller Indiana, on Rocks in St. Mary's River,		500
Steamer Swan, burned at Algonac, St. Clair river,	10,000	Schooner Edith, ashore at Presque Isle, Lake Ontario,		10,000
Schooner Royalist, ashore in Pigeon Bay, on Lake Erie,	300	Schooner Cayuga, ashore near Cobourg, Lake Ontario, cargo, white wheat,		22,500
Schooner Gen. Taylor, ashore on Point Muller, Lake Erie,	400	Schooner Josephine Lawrence, struck a rock in Detroit River, and sank, loaded with wheat,		10,000
Schooner Virginia Purdy, ashore at Milwaukee, cargo corn,	9,000	Propeller Saginaw, ashore near Gibraltar, Lake Erie,		3,000
Propeller Sun, broke down off Milwaukee, towed in,	3,000	Schooner Western Star, ashore near Goderich, cargo, wheat,		16,000
Steamer Golden Gate, on a rock near Kelley's Island, Lake Erie, lighted off,	300	Schooner Forest Queen, ashore at Presque Isle, Lake Ontario,		300
Propeller Rossiter, ashore at Kalamazoo, Lake Michigan,	300	Barque Paragon, ashore at Presque Isle, Lake Ontario,		300
Propeller St Joseph, on Middle Island reef, Lake Huron,	15,000	Schooner Sarah Francis, ashore at Presque Isle, Lake Ontario,		300
Brig J H Harmon, split sails, and lost light and spars on Lake Huron, and put back into river St Clair for repairs,	200	Schooner Constitution, water-logged, loaded with R. R. ties, got into Oswego, Lake Ontario,		300
Schooner Ocean, burned at Port Dalhousie, Lake Ontario,	20,000	Steamer Traveller, broke machinery, and was towed into Chicago, Lake Michigan,		1,000
Scow schooner War Eagle collided with schr. S Robinson,	500	Barque Globe, ashore at Port Bruce, Lake Erie,		10,000
Schooner S E Garrett, loaded with salt for Lake Huron fisheries, ashore on Fish Island, Lake Huron,	4,000	Schooner William Black, damaged on Pier at Port Burwell, Lake Erie,		1,000
Schooner Water Witch, ashore at Kincardine	500	Schooner J S Reid, damaged by collision in Grand River, C W,		1,000
Schooner Missouri, sprang a leak and ran ashore near Van Buren,	4,000	Schooner Luther Wright, ashore at Gravelly Bay, Lake Erie, corn, loaded, total loss,		8,000
Schooner Abigail, lost anchors and chains, and vessel damaged on Lake Michigan in gale,	700	Schooner Milwaukee Belle, struck a reef at the head of Niagara River, damaged vessel and cargo, and lost rudder,		2,000
Brig Caroline, on Chickenola reef, head of Lake Erie, jettisoned railroad iron,	6,000	Schooner Jane Wood, ashore near Toronto, C W., Lake Ontario,		2,000
Schooner Kitty Grant, ashore at Grand Traverse,	200	Schooner Mary Margaret, capsized off Milwaukee,		1,000
Scow schooner Brigham, on rocks and sunk, in Dunkirk harbor,	600	Schooner William, jettisoned deck load, coal and castings, in gale on Lake Erie, and returned to Buffalo for repairs,		600
Brig Monteath, ashore at Fairport, Lake Erie, loaded with coal, iron and nails,	10,000	Schooners Ino, Lizzie Throop, Twin Brothers, and Ellen Stewart, ashore at Grand Haven, Lake Michigan,		5,000
Brig Seymour, dismantled and deserted on Lake Huron, picked up and towed to Detroit,	3,000	Schooner Meridian, ashore at Bailey's Bay, Lake Michigan,		600
Schooner L M Mason, lost canvass and disabled on Lake Huron, put back in to St. Clair river for repairs,	500	Schooner Norfolk, lost on Lake Ontario, two lives lost,	2	10,000
Brigs Champlain and Black Hawk, damaged and disabled in gale on Lake Huron, put into Presque Isle for repairs,	502	Schooner Hercules, ashore at Ashtabula,		300
Schooner Hurricane, grounded in St. Clair river, lighted and hauled off by U. S. steamer Michigan,	600	Propeller Mayflower, jettisoned deck load in gale of wind in Saginaw Bay,		5,000
Propeller Buffalo and barque Indiana collided on St. Clair Flats,	500	Propeller Mayflower collided with Schooner Arcturus, in entering St. Clair River,		500
Schooner Roscoe, ashore near Buffalo, hauled off,	100	Schooner O Q Metzger, ashore at foot of Lake Michigan,		6,000
Scow schooner Neville, ditto,	100	Propeller Paugasset, sprang a leak off Erie, got into Dunkirk, damaged cargo,		500
Schooner Alwilda, partially burned, took fire by spontaneous combustion,	2,500	Propeller Bucephalus, foundered in Saginaw Bay, and drowned ten of her crew,	10	60,000



Schooner Sacramento, ashore at Cleveland,	500	Propeller Forest Queen, damaged cargo by being thrown on beam ends, on Lake Erie	2,000
Brig Northampton, ashore at Thunder Bay Island,	13,000	Schooner E M Lyon, jettied deck load beef on Lake Erie,	1,700
Schooner P P Gage, ashore on Kelley's Island,	500	Schooner C Y Richmond, sprung a leak and went to Detroit for repairs, load railroad iron,	1,000
Propeller Edith and Schooner Charley Hibbard collided on Lake Erie,	500	Schooner Tartar, damaged on Oswego pier and bar,	500
Schooner Ireland, ashore at head of Niagara River, deserted by crew,	8,000	Schooner Norman, sprung a leak in Lake Erie, and returned to Buffalo for repairs—loaded with railroad iron;	500
Schooner Manitou, ashore at Fairport, loaded with railroad iron,	18,000	Schooner Leland, damaged cargo in heavy weather on Lake Michigan, Huron and Erie, and hull by collision with schooner Osprey in Detroit River,	1,000
Schooner Emma, water-logged, got into Manitou Island, Lake Michigan, lumber loaded,	500	December—Barques Sir Charles Napier and Trade Wind, collided on Lake Erie, sinking latter vessel in deep water,	50,000
Schooner Sam Hale, collided with Schooner Republic, at Beaver Island,	500	Schooner E C Williams, while aground at the mouth of Buffalo harbor, was run into and badly damaged by schooner Luddington,	500
Schooner Milwaukee Belle, sprung a leak and put into Cleveland, loaded with railroad iron,	1,000	Schooner Pearl, ashore at Cleveland,	1,000
Brig J. H. Harmon, damaged on St Clair Flats,	500	Brig Odd Fellow, lost near Mackinaw, Lake Huron, cargo wheat,	23,000
Steamer Niagara, sprung a leak, returned, discharged, and went into dock for repairs,	2,000	Brig Maryland, ashore at Ashtabula,	7,000
Schooner Freeman, jettisoned deck load, hides, in gale on Lake Erie,	2,500	Propeller International, burned at Black Rock, Niagara river,	30,000
Steamer Arctic, broke machinery, and towed in,	2,000	Steamer Keystone State, came into Buffalo, leaking badly, went into dock for repairs,	3,000
Brig Globe, injured on Flats,	200	Steamer May Queen, broke her shaft on Lake Erie,	1,000
Schooner Storm, jettied deck load of lumber, &c., on Lake Erie,	500	Schooner Carlton, ashore on Lake Ontario,	1,000
Propeller Detroit, sprung a leak, and damaged cargo,	1,000	Schooner Sturges, ashore at Black River, Lake Erie,	2,000
Bark Utica, total loss, on Buffalo breakwater,	19,000	Schooner Virginia, ashore at Cleveland,	800
Propeller Fintry, jettied cargo foot Lake Erie, in a gale of wind,	2,500	Schooner Omar, totally lost on Cleveland pier,	8,000
Brig Burlington, ashore at Port Bruce, C W—loading Rail Road ties,	3,000	Propeller Paugasset, badly damaged in attempting to rescue above crew,	1,000
Schooner Candia, ashore, Port Stanley, C W,	3,000	Schooner Birmingham, lost on Horse Shoe reef, near Buffalo,	4,000
Brig Black Hawk, sprung a leak and returned to Detroit for repairs, cargo Rail Road Iron,	2,500	Propeller Falcon, collided with schooner C Reeves on Lake Erie, the Falcon jettied copper and other cargo to save her,	25,000
Steamer Bruce Mines, foundered on Lake Huron, loaded with supplies for copper mines,	1 30,000	Schooner Mansfield, ashore at Euclid, Lake Erie,	4,000
Schooner Republic, struck a rock head of Lake Erie—went into dock at Buffalo for repairs,	500	Bark American Republic, ashore at Long Pt. Cut, cargo corn damaged and sold,	6,000
Schooner Grand Turk collided with schooner Advance, and was run into shoal water, and sunk near Presque Isle, Lake Huron, loaded with Rail Road Iron and apples,	20,000	Brig Oxford, sunk at Cape Vincent, cargo of corn,	4,000
Schooner Ocean Wave, struck an anchor in Chicago River and sunk,	500	Schooner Storm, ashore at Windmill Point, Lake Erie, cargo coal,	2,500
Schooner Odd Fellow, ashore on North Manitou, Lake Michigan, loaded with lumber,	6,000	Schooner R R Johnson, foundered off above Fairport, all hands with vessel and cargo lost,	8 28,000
Propeller Pocahontas, ashore at Grand Haven, Lake Michigan, jettied deck load stoves and merchandise,	5,000	Schooner Syracuse, ashore at Point au Pelee, Lake Erie, jettied railroad iron,	8,000
Barque Arabia, ashore at Sodus, Lake Ontario,	1,000	Schooner Potomac, ashore near Port Dalhousie, Lake Ontario, cargo wheat,	2 12,000
Schooner C Harrison, badly damaged in the Flats,	1,000	Schooner T Wyman, ashore near mouth of Detroit river, estimated	500
Steamer Bay State, collided with Schooner —, near Cape Vincent,	500	Schooner Conductor, ashore at Long Point, Lake Erie, cargo corn; crew saved by the heroic conduct of a woman living on the island,	10,000
Steamer May-flower, ashore on Point au Pelee, Lake Erie, cargo merchandise,	100,000	Barque Jesse Hoyt, ashore near Point Abino, schooner Florence, sunk in Put-in-Bay harbor, Lake Erie,	5,000
Brig Josephine, sprung a leak, split sails, &c., and got into Buffalo,	500	Schooner Lewis Cass, ashore at Conneaut, loaded with corn,	10,000
Steamer Fashion and Propeller Buffalo, collided in River St. Clair—steamer sunk,	1,000	Propeller Sun, broke machinery and returned to Chicago for repairs,	2,500
Scow Schooner Wm Buckley, struck going out of Cleveland, and sunk outside in deep water,	2,000	Propeller Omar Pasha, jettied deck load, Lake Erie, gale wind,	6,000
Schooner Racine, lost a man overboard on Lake Michigan,	1	Steamer Ohio, damaged schooner Wade, in Cleveland, Lake Erie,	300
Propeller Montezuma, damaged boilers, and towed in at Chicago,	2,000	Scow schooner Frank Pierce, sunk at Point au Pelee, loaded with coal,	400
Steamer Northerner, damaged on St. Clair Flats,	200	Schooner Franklin Pierce, ashore near mouth of Genesee river, merchandize,	10,000
Schooner Live Yankee, ashore near Highlands of Sauble, Lake Huron, jettied cargo to get off,	700	Schooner Harbridge, ashore near mouth of Genesee river,	500
Brig Mohegan, damaged hull and cargo on bar at Oswego,	1,500	Brig Isabella, ashore at Sodus, salt loaded.	1,000
Schooner Traveller, damaged cargo and hull, Lake Michigan,	1,400	Schooner Denmark, ashore at Buffalo, load of corn,	5,000
Scow Schooner Ino, jettied and damaged plaster in gale on Lake Michigan,	500	Schooner Enterprise, ashore near mouth of Genesee river, load railroad iron,	5,000
Schooner West Wind, in gale on Lake Erie, jettied cargo,	400	Schooners Minerva and Isabella, ashore near Oak Orchard Creek, Lake Ontario, loaded with railroad iron and salt,	5,000
Brig Giddings, damaged in crowd on Flats,	200		
Schooner Aldebaran, damaged cargo on Lake Michigan, got into Chicago,	1,000		
Schooner Peoria, ashore on reef head of Lake Erie, jettied cargo,	2,000		



Bark Pomona, ashore on Grenadier Island, Lake Ontario, some lives reported lost,	1,000
Brig Halifax, ashore at Port Ontario, Lake Ontario, reported total loss,	10,000
Schooner Ariel, ashore near Grand River, C W, Lake Erie,	6,000
Schooner Wing & Wing, reported ashore at Michigan City, estimated	5,000
Schooner Excelsior, sunk in Chicago River,	500
Schooner Henry Hagar, ashore, sunk at Beaver Harbor, Lake Michigan, from leaking, with load of railroad iron,	500
Brig Mountaineer, ashore near Sacketts Harbor, flour loaded, estimated damage,	2,000
Steamer Ontario, (Canada,) ashore on Nicholson's Island, Lake Ontario, lighted off,	1,000
Brig L A Blossom, driven against Buffalo breakwater, pulled off and saved by the Brothers Simms, of Propeller William Peck, cargo, corn,	2,000
Schooner Suffolk, ashore at Port Burwell, C W, Lake Erie, loaded with flour, barley, and pork,	25,000
Propeller Niagara, ashore at Presque Isle, Lake Huron, loaded with merchandise, three feet water in her, <i>now</i> , probable damage,	10,000
Schooner Seneca, ashore below Maumee Bay, Lake Erie, estimated damage,	1,000
Propeller Cincinnati, ashore at Point aux Barks, Lake Huron,	40,000
Barque America, ashore, Lake Ontario, estimated,	1,000
Propeller Westmoreland, foundered near Manitous, Lake Michigan, seventeen lives lost,	17 50,000
Schooner Emma, sunk at Port Dalhousie, cargo, railroad iron,	3,000
Schooner Big Z, damaged on pier at Erie,	500
Schooner Crooks, ashore below Cleveland,	2,000
Schooner California, ashore near Lexington, Lake Huron,	1,000
Schooner Island Queen, ashore near Sodus,	1,000
Schooner Petrel, froze in, leaking badly at Grand Traverse Bay, Lake Michigan—estimated,	2,000
Schooner Convoy, sailed from Detroit 28th November last bound for Buffalo, loaded with 7000 bu wheat and a quantity of flour and fish, and has not been heard of since—supposed to have foundered with all on board,	8 27,000
Schooner Argo, damaged and got into port, Lake Erie,	1,700
Brig Banner, slipped chains and anchors, in Buffalo Bay,	750
Propeller Sciota, damaged in ice near Toledo,	500
Brig S F Gale, damaged and lost cargo in gale on Lake Erie,	4,000

There are a number of vessels, with their cargoes on board, frozen up in the Lakes outside, caught by the sudden closing of the season, that will be more or less damaged. The amount cannot be ascertained until the result is known in the spring.

## RECAPITULATION.

Losses by Steamers,	\$463,400
" " Propellers,	680,100
Total loss by Steam vessels in 1854,	\$1,143,500
Total loss by Sail in 1854, was	1,044,325
Total loss	\$2,187,825
Losses in January, Steam and Sail	\$ 10,000
" April, " "	310,750
" May, " "	217,000
" June, " "	40,700
" July, " "	59,050
" August, " "	66,625
" September, " "	129,600
" October, " "	408,100
" November, " "	456,000
" December, " "	490,000
Total,	2,187,825
Amount of loss by Jettison,	\$108,770
" " " Collision,	270,000
" " " Fire,	262,500
" " " Lightning,	1,900
Number of lives lost	119
The total number of disasters in 1853, was	266
" " " " 1854, was	384
Increase,	118

Of the three hundred and eighty-four disasters above detailed, one occurred in January, forty-six in April, twenty-five in May, eleven in June, fourteen in July, twenty-one in August, fifty-eight in September, sixty-one in October, eighty-three in November, and sixty-four in December. Total, 384. Eight steamers, six propellers, three barques, eight brigs and thirty schooners, have, according to the above list, gone out of existence during the past year.

This statement, long as it is, and showing a very large number of disasters, does not include all the casualties that have occurred on the Lakes during the past year. Those of minor importance, where the loss was under one hundred dollars, have been omitted, and it is more than probable that there may be some large losses which have been overlooked; and from the fact that the estimates as given above are in the main very low, we are inclined to believe that the aggregate loss of property on the Lakes, for 1854, exceeds *two and a quarter millions* of dollars.

#### A Summary Statement of the amount of Losses sustained by vessel owners during the past season, by reason of the unnavigable condition of the St. Clair Flats.

The number of Steamers engaged in the carrying trade of the Upper Lakes, and passing the St. Clair Flats, is eight, having a total tonnage of	6.880	
Number of Propellers, forty-four, of	21.769	28.649
These vessels have paid for literage, damages by collision, &c., while aground on the Flats, the sum of 208,000 dollars.		
There are also of sail vessels, engaged in same trade—32 Barques of	12.234	
84 Brigs	21.757	
198 Schooners	48.323	82,314
These vessels, have paid out during the season of 1854, for towing and literage	\$168,686 56	
Time detained [5,566 days]	220.640 00	
Damage for repairs by collision, &c.	62.800 00	
Total sail damage		452.126 56
Total steam		208.000 00
Total		\$660,126 56



## Summary of Marine Disasters and Loss of Property on the Lakes for the passed seven years.

	Manner of Loss.	1848.		1849.		1850.		1851.		1852.		1853.		1854.	
		NO.	\$ LOSS.	NO.	\$ LOSS.	NO.	\$ LOSS.	NO.	\$ LOSS.	NO.	\$ LOSS.	NO.	\$ LOSS.	NO.	\$ LOSS.
Steamboats.	Wrecked and Sunk.....	3	25,000	1	25,000	5	98,000	2	27,000	3	125,000	3	126,000	4	110,000
	Stranded.....	9	47,000	5	21,000	8	13,400	5	36,700	5	14,700	7	51,000	2	110,000
	Fire.....	1	20,000	—	—	5	105,000	3	35,600	2	22,000	3	156,000	2	110,000
	Damaged, &c.....	2	9,000	10	25,000	5	24,500	13	110,200	9	18,600	19	54,700	24	77,200
	Jettison.....	—	—	1	500	—	—	—	—	2	14,000	—	—	1	25,000
	Collision.....	—	—	3	1,400	8	24,800	9	6,000	16	158,350	11	31,650	8	31,200
	Derrick.....	—	—	—	—	—	—	—	—	—	—	—	20,000	—	—
	Total.....	15	101,000	20	72,900	31	265,700	32	215,500	37	352,650	43	419,350	41	463,400
Propellers.	Wrecked and Sunk.....	—	—	—	—	—	—	2	55,000	4	85,000	1	42,000	5	370,000
	Stranded.....	1	12,000	1	5,000	4	2,500	6	32,800	5	6,900	7	28,900	—	—
	Fire.....	1	20,000	1	5,000	1	10,300	—	—	3	57,500	—	—	2	130,000
	Damaged.....	1	1,600	—	—	1	800	5	5,000	11	38,000	10	24,500	30	63,100
	Jettison.....	1	5,000	1	3,000	—	—	—	—	4	13,200	2	2,200	7	47,000
	Collision.....	1	400	—	—	3	2,400	10	40,400	9	73,450	4	3,900	8	69,500
	Sunk and Raised.....	—	—	1	100,000	—	—	—	—	—	—	—	—	—	—
	Total.....	5	39,000	4	113,000	9	16,000	23	133,200	36	274,050	24	101,500	52	680,100
Barques.	Wrecked and Sunk.....	2	18,000	—	—	—	—	—	—	2	22,000	2	19,500	3	56,000
	Stranded.....	1	1,800	—	—	2	1,100	—	—	—	—	5	4,500	—	—
	Fire.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Damaged.....	—	—	—	—	—	—	—	—	1	150	5	4,600	12	37,000
	Jettison.....	—	—	—	—	—	—	—	—	1	4,000	—	—	—	—
	Collision.....	1	600	—	—	—	—	—	—	1	200	—	—	2	55,000
	Total.....	4	20,400	—	—	2	1,100	—	—	5	26,350	12	28,600	17	148,400
Brigs.	Wrecked and Sunk.....	1	3,500	1	8,000	5	16,000	3	42,000	7	51,800	2	43,000	5	63,000
	Stranded.....	14	14,850	7	6,900	8	17,300	22	30,000	13	25,600	10	15,300	—	—
	Fire.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Damaged.....	2	750	5	5,100	10	22,500	21	45,700	11	19,750	17	24,500	43	64,125
	Jettison.....	—	—	—	—	—	—	—	—	—	—	—	—	1	6,000
	Collision.....	2	35,800	5	4,900	4	13,100	7	16,200	6	3,350	2	2,500	6	51,000
	Total.....	19	54,900	18	24,900	27	68,900	53	133,900	38	101,100	31	85,300	55	184,125
Schooners.	Wrecked and Sunk.....	19	104,800	9	46,900	15	73,600	29	89,000	21	109,300	22	111,700	41	382,626
	Stranded.....	49	54,870	23	46,000	56	64,850	62	53,250	48	70,500	48	64,300	—	—
	Fire.....	—	—	—	1,600	—	—	2	7,500	1	5,500	3	9,400	2	22,500
	Damaged.....	22	25,760	8	11,500	18	22,790	39	57,765	30	24,790	60	73,500	132	216,450
	Jettison.....	—	—	3	5,350	—	—	3	2,700	2	1,150	4	7,200	20	30,270
	Collision.....	—	—	5	13,000	7	30,500	15	34,500	18	24,950	13	21,200	9	49,150
	Flood at Chicago.....	—	—	—	25,000	—	—	—	—	—	—	—	—	—	—
	Total.....	90	185,430	49	128,750	96	191,740	150	244,715	120	236,190	150	217,300	204	701,000
Scows.	Wrecked and Sunk.....	1	1,700	—	—	—	—	2	1,700	—	—	1	1,200	2	6,000
	Stranded.....	1	1,500	—	—	3	800	2	700	1	150	—	—	—	—
	Fire.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Damaged.....	1	900	2	1,700	2	200	2	800	3	575	2	1,100	11	3,800
	Jettison.....	—	—	—	—	—	—	—	—	—	—	—	—	1	500
	Collision.....	—	—	—	—	—	—	—	—	—	—	—	—	1	500
	Total.....	3	4,100	2	1,700	5	1,000	6	3,200	4	725	3	2,300	15	10,800

## Summary of Disasters from 1848 to 1854, inclusive.

Craft.	1848.		1849.		1850.		1851.		1852.		1853.		1854.	
	NO.	\$ LOSS.	NO.	\$ LOSS.	NO.	\$ LOSS.	NO.	\$ LOSS.	NO.	\$ LOSS.	NO.	\$ LOSS.	NO.	\$ LOSS.
Steamboats.....	15	101,000	20	72,900	31	265,700	32	215,500	37	352,650	43	419,350	41	463,400
Propellers.....	5	39,000	4	113,000	9	16,000	23	133,200	36	274,050	24	101,500	52	680,100
Barques.....	4	20,400	—	—	2	1,100	—	—	5	26,350	12	28,600	17	148,400
Brigs.....	19	54,900	18	24,900	27	68,900	53	133,900	38	101,100	31	85,300	55	184,125
Schooners.....	90	185,430	49	128,750	96	191,740	150	244,715	120	236,190	150	217,300	204	701,000
Scows.....	3	4,100	2	1,700	5	1,000	6	3,200	4	725	3	2,300	15	10,800
Flood 1849—Derrick 1853.....	—	—	—	25,000	—	—	—	—	—	—	—	20,000	—	—
Total.....	136	404,830	93	366,250	170	544,440	264	730,515	240	991,065	263	874,350	384	2,187,825

## Aggregate of Steam and Sail Disasters, from 1848 to 1854.

	1848.	1849.	1850.	1851.	1852.	1853.	1854.
	\$ LOSS.	\$ LOSS.	\$ LOSS.	\$ LOSS.	\$ LOSS.	\$ LOSS.	\$ LOSS.
Steam.....	140,000	185,900	281,700	348,700	626,650	520,850	1,143,500
Sail.....	264,830	155,350	262,740	381,815	364,365	333,500	1,044,325
Total.....	404,830	341,250	544,440	730,515	991,015	854,350	2,187,825



## American Tonnage on the Western Lakes in 1848.

Steamboats, 93.....	Tons 38,603	Brigs, 93.....	Tons 21,330
Propellers, 45.....	Tons 14,435	Schooners 523.....	Tons 70,301
Barques, 5.....	Tons 1,645		
Total... 133.....	54,683	Total... 616.....	91,631

## American Tonnage on the Western Lakes, June 30th, 1853.

CUSTOM HOUSE DISTRICTS.	STEAM TONS.	SAIL. TONS.	CUSTOM HOUSE DISTRICTS.	STEAM TONS.	SAIL. TONS.
Chicago.....	1,120	25,895	Niagara.....	98	473
Milwaukee.....	286	9,723	Genesee.....	1,327	---
Mackinac.....	455	1,699	Oswego.....	4,749	25,464
Detroit.....	18,962	24,796	Oswegatchie.....	3,042	---
Miami.....	1,522	3,098	Sacket's Harbor.....	---	7,156
Sandusky.....	168	6,861			
Cuyahoga.....	13,942	29,549	Below the Falls of Niagara.....	9,216	33,093
Presque Isle.....	4,720	2,201	Above the Falls.....	77,120	133,061
Buffalo.....	35,945	29,239			
Above the Falls of Niagara.....	77,120	133,061	Total.....	86,336	166,154



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Posted in September, 2021

Brian D. Szafranski -- Elma NY USA

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# THE DEMOCRACY,

PUBLISHED BY THE

## Democracy Printing Association

OFFICE, 82 MAIN STREET.

THE DAILY DEMOCRACY.—Six Dollars to Mail Subscribers, payable in advance. Delivered in the city by A. CAULFIELD, at \$6.50 per annum, payable quarterly in advance, or at 54 cents per month.

THE WEEKLY DEMOCRACY—Published every Saturday, for country circulation, at one dollar and a half per annum, invariably in advance. Five copies to one address, \$5.

### RATES OF ADVERTISING.

Twelve Lines or less make a square. For one square, one insertion, 75 cents. For each subsequent insertion, up to one week, 25 cents.

1 Square, 2 weeks,-----	\$3.00	1 Square, 3 months,-----	\$10.00
1 " 3 "-----	4.00	1 " 6 "-----	16.00
1 " 4 "-----	5.00	1 " 9 "-----	18.00
1 " 8 "-----	8.00	1 " 12 "-----	20.00

Yearly advertising, \$40 per annum—the space occupied not to exceed 2 squares at any one time. One square, changeable quarterly, if desired, \$20. Two squares, \$35. Each additional square, \$10. All transient advertisements to be paid for in advance.

### THE DEMOCRACY

## Book and Job Printing Establishment,

No. 82 MAIN STREET.

This establishment is now prepared to execute all kinds of Book and Job Printing in superior style, and with promptness. Having material and facilities equal to any office west of New York city, they are enabled to execute all kinds of Printing in the very best manner, at reasonable prices, and would respectfully solicit the orders of their friends and the community in general.

Rail Road Work,  
Steamboat Work,  
Business Cards,  
Circulars,  
Bill Heads,

Posters,  
Labels,  
Drafts,  
Checks,  
Notes,

Receipts,  
Ball Tickets,  
Bills of Lading,  
Trip Sheets,  
Pamphlets,

Catalogues,  
Law Cases,  
Law Blanks,  
Insurance Blanks,  
Cart Receipts, &c.

In fact, everything in the shape of Printing done to order. Orders received for Binding, Lithographing, Copper Plate Printing, &c., &c., and warranted to suit. Blank Books ruled to any pattern, and bound in the very best style.

### THE DEMOCRACY PRINTING ASSOCIATION,

Is formed under the General Manufacturing Law of the State of New York, for the purpose of printing and publishing a Daily and Weekly Newspaper, to be called THE DEMOCRACY, and of doing a general Job and Book Printing Business. The Trustees are Samuel Wilkeson, Edward B. Murray, John J. Henderson, and Sam Slawson. The force employed in the Editorial Department of the Association, and the management of the Printing and Business, will be as follows :

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GEORGE W. HASKINS, Associate Editor.

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